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## THE HOME MAILS.

**TO ARRIVE.**  
Jan. 11th.—The American Mail, ex S.S. MANCHURIA, per S.S. COBBLEDALE.  
**TO DEPART.**  
Jan. 6th.—Shanghai, North China, Japan via Nagasaki, Victoria, B.C., Tacoma, and United Kingdom via Canada, at 1 p.m., per S.S. CANADA MAIL.  
7th.—Shanghai and North China, at 3 p.m., per S.S. YINGCHOW.  
8th.—Europe via Siberia, at 3 p.m., per S.S. YINGCHOW.  
9th.—Shanghai and North China, at 4 p.m., per S.S. LIANGCHOW.  
10th.—Europe via Siberia, at 4 p.m., per S.S. LIANGCHOW.

B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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Hongkong, 24th April, 1914. [91]

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**TIME TABLE.**  
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8.00 " " 10.00 " " " 10 " "  
10.00 " " 11.00 " " " 15 " "  
11.30 " " 12.45 p.m. " " " 15 " "  
12.45 p.m. to 1.15 " " " 10 " "  
1.15 " " 1.45 " " " 15 " "  
1.45 " " 2.15 " " " 10 " "  
2.15 " " 2.45 " " " 15 " "  
2.45 " " 3.00 " " " 15 " "  
3.00 " " 3.10 " " " 10 " "  
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11.30 " " 12.00 noon " " " 15 " "  
12.00 noon to 1.00 p.m. " " " 10 " "  
1.00 p.m. to 5.00 " " " 15 " "  
5.00 " " 6.00 " " " 10 " "  
6.00 " " 7.00 " " " 15 " "  
7.00 " " 8.10 " " " 10 " "  
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Hongkong, 29th May, 1914. [95]

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NORTH BOUND.				SOUTH BOUND.			
Station	Time	Station	Time	Station	Time	Station	Time
Changchun	8.00 a.m.	Dairen	11.00 a.m.	Dairen	8.00 a.m.	Changchun	11.00 a.m.
Changchun	1.00 p.m.	Dairen	4.00 p.m.	Dairen	1.00 p.m.	Changchun	4.00 p.m.
Changchun	8.00 a.m.	Dairen	11.00 a.m.	Dairen	8.00 a.m.	Changchun	11.00 a.m.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train Berth Fee.  
\* With regard to the above Time Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.  
The Two Weekly Express Trains connecting one each way with the Wagon-Lite Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.  
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[96]

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LADIES' AND

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IN THE

NEWEST STYLES. [101]

BISHOP POZZONI'S  
VISITATION.INTERESTING ACCOUNT OF A  
TOUR IN KWANGTUNG.

To the current number of the *Bulletin* of the Catholic Women's League of Hongkong an "Eye-witness" contributes the following account of the Bishop's recent visitation to the mission stations in the neighbouring province:—

On the 5th November last his lordship Bishop Pozzoni, accompanied by Father Valtorta, went on his annual visitation to the interior. The first objective was the district of the late Father Poletti, that about Mrs. Bay. The people inhabiting this part of Southern China are the Hakkas, the principal village Tai-Yong. Here a great reception awaited the Bishop, crowds coming in from all parts with banners and crackers, and other signs of rejoicing dear to the Chinese heart. His lordship remained a day administering confirmation and preaching to the people. To his great consolation and joy he was able to minister not only to the natives of the place but those also of a neighbouring village who, from lack of teachers, had abandoned the faith, but had been brought back into the fold through the exertions of a young and energetic catechist appointed only in February last. To the number of more than a hundred they came to meet the Bishop, bringing with them others also who had never before approached a Catholic missionary.

His lordship then proceeded to Tong Hang, where again he met with people who were not known even to the Chinese priest in charge. Thence he went to the great market of Tam-Sui, where a large piece of land has of late been acquired for the purpose of erecting a school and founding house. The next stage was by boat to Tam Tong, one of the ancient seats of the mission in South China, where Father Bianchi was stationed last year. Here the party stayed a couple of days. Near by is a village with a flourishing Christian community, where only thirty years ago five native Christians were cruelly put to death, and Bishop Pozzoni's predecessor narrowly escaped a similar fate. The place was now *en fête* and gaily decorated; from the neighbouring villages people came in troops with rifles and in gala dress; and during his stay the Bishop had a guard of never less than 50 men. It was here, at the time of the Revolution, that Father Bianchi founded a society for the protection of the Christians, which is recognized by the Government. It has a membership of over 150 men. As the visitation took place in the season of the cutting of the rice, it was no light task for many to leave their work; nevertheless, they came in crowds to greet their Bishop and testify to him their veneration and respect.

Pak-Lai-Tong was the next place reached, where a church was blessed amid great rejoicings. Here, once more, one of those rare consolations which sometimes come to reward our devoted missionaries for their many and great sacrifices was experienced, a little village close by being gathered *en bloc* into the fold of the Church. At another village also a large number—70 or 80 at least—were received into the Church, 30 being baptised by Father Valtorta in one day alone. This district gives every evidence of being destined to become in time a great centre of Christian faith. Nevertheless, Fan-Lo-Kong, one of its villages on the sea coast, is infested with pirates and is a place where frequent fighting takes place.

On the journey thence to Hoi-Fung, about 50 miles away, the party experienced some of the uncertainties that fall to the lot of the travelling missionary in countries where there are no *trains de luxe* and where no motor-car roads are known. Once the Bishop's horse stuck in the mud of the shore up to his fetlocks, and on another occasion, on passing over a bridge, his rider irresolutely into the river beneath. Fortunately, his lordship rose unharmed with his characteristic good temper untroubled, taking it all as a joke and part of the day's work.

The district of Hoi-Fung is one naturally blessed by nature. It is full of noble rivers flowing through ravines from the interior into the sea, through scenery of great beauty and land of natural fertility capable of splendid development. It is inhabited by the Hakkas, a people from which the Hongkong coolie class, the chair and ricksha coolies, are largely drawn. They are addicted to clan fights, and march against each other with banners of white and red and black. Only a few years ago they even practised cannibalism, eating the victims that had fallen in their struggles. But Christianity has done much to soften their manners, and as they are well disposed there is the prospect of a bright future for the Church before them. Already the district contains over 3,000 baptised Christians practising their religion with fervour and devotion.

While the womenkind of the Hakka people are so hard worked that they might be termed the beasts of burden, those of the Hoi-Fung are veritable queens. They do nothing beyond minding their babies—the men have even to do their cooking! When in one of their villages, that of Swahua, the Italian nuns of Hongkong established a foundling house for babies, the women were scandalised to see the nuns working so hard!

The Bishop was obliged to remain longer in Hoi-Fung than in other districts on account of the many villages with Christians in them. That of Sun-Yong, containing at least 500, has a curious celebrity. It was built about 32 years ago, by Father Sasso, died 1959, who there lies buried, for the Christians who had fled thither for refuge. He designed it on European lines—the only one of the kind in China. The streets are straight and comparatively clean; there are two squares and a town hall. The village boasts a council elected on the most approved system of modern democracy, mayor and police. Formerly it was named "The new flourishing place," a name due to the industry of its Christian population, its Christian title being St. Joseph's Village.

Near by lies the village of Pa-Ta-On, run on similar lines. Formerly it was connected with Sun-Yong, but having tasted the sweets of self-government, it claimed and won autonomy, and now a third village is in course of erection on the same principles. Who will say the reign of the missionary does not benefit a barbarous native population?

The present chapel is all too small for the growing congregation. It has been gradually enlarged in characteristic Chinese fashion. The chapel was attached to a stable, the connecting wall was demolished and the chapel enlarged. Then the wall of the stable was knocked down and the adjoining courtyard taken in, then the street beyond the yard was walled in, and finally another stable appropriated, until the expanding chapel reached the town hall, where it was forced to stop! But now the site of a large church more fit for the fervent congregation has been secured, and the building of a worthy place of worship will shortly be taken in hand. The people are very devout. They constantly pay visits to the Blessed Sacrament in the evening on returning home from their work in the fields.

In the village of Tan-Man, the lonely grave of a devoted missionary of former days was visited. This was Father Bianchi, who had fallen a victim to cholera, and had died solitary and alone, far from his friends and kinsmen, worn out by his labours among an alien people.

Swabun, above-mentioned, was the last village inspected. Everywhere the Bishop had been met with rejoicings and honour, with crackers and flags, and treated not only with comfort but even with luxury; but here the Mandarin himself—a Christian—came forward to greet his lordship with an escort of soldiers and military honours. A very large school is here in course of erection, and the founding house of the Italian nuns is doing a great work of charity. Lately in one month alone 150 outcast babies were taken in and are cared for.

So well disposed are all the country people towards the Church that his lordship is convinced that a very great number of conversions could be secured if only he had the means at his disposal for the erection of suitable schools in all the villages and the provision of teachers and catechists. The disposal of orphan girls is not a difficult problem. Catholic husbands can easily be found for them; but that of the orphan boys—for whose education the excellent institution of St. Lewis Orphanage in Hongkong has been provided—presents greater difficulties, as situations are not always easily obtainable for them.

The Bishop returned to Hongkong on the 4th December, after an absence of close on a month. The return journey was by launch, in a Chinese steamer packed with coolies, women, children, pigs and ducks, in the midst of discomforts and evil smells! Such are the joys of missionary life! But with the true missionary spirit his lordship and Father Valtorta looked exceedingly well and happy. Much they had seen to comfort and console them, and if they had suffered also, had it not been *ad maiorem Dei gloriam*!

## BRITISH "LUCKY DAY."

If the British Navy has a "lucky day" it should be Friday. It was on Friday, July 29th, 1858, that the Spanish Armada was destroyed. On Friday, November 29th, 1652, Van Tromp sailed the Channel with a broom at his mast-head to indicate that he had swept the English from the seas, but luck has a habit of turning and Friday, June 13th, 1633, was the decisive day in the battle of the North Foreland, six of his ships being taken and eleven sunk. On Friday, April 20th, 1857, Blake won his greatest victory at Santa Cruz. On Friday, July 30th, 1779, the American fleet was totally destroyed off New England. On Friday, April 12th, 1782, Rodney defeated the French, and on Friday, September 13th of the same year, the British defeated the fleets of France and Spain in the Bay of Gibraltar. The siege of Gibraltar began on Friday, July 16th, 1779, and though Trafalgar was fought on a Monday, it was on the previous Friday that the French admiral made the fatal decision to give battle. Nelson was born on a Friday, created a Viscount on that day, and assumed command of the Mediterranean on Friday, May 20th, 1803. In the present war it is worthy of note that the action in Heligoland Bight occurred on a Friday, and Tinsdale fell on that day; and if the "luck" holds we may yet hear of the German Fleet being sunk on a Friday—that is, if it dares to leave the Kiel Canal.

BRITISH MERCANTILE  
MARINE.QUESTIONS ARISING FROM THE  
WAR.

Supplementing their efforts as regards allowances to dependents of captains, officers and seamen detained in Germany which are now being granted by the Board of Trade under the War Risks Insurance scheme, the Imperial Merchant Service Guild have been urging upon the Board the justice of compensation being granted in the cases of captains and officers—who mostly are outside the scope of the Compensation Act—if losing their lives or being injured through the operations of the war. Moreover, they have submitted that it would be equitable to compensate them for serious loss of effects which they have sustained under such conditions and which loss in all probability will continue. As regards the recent reply of the Prime Minister to Mr. C. T. Needham, M.P., they have addressed themselves directly to Mr. Asquith and have received a reply to the effect that their representations are receiving attention.

Lord Charles Beresford, M.P., has also put a question to the President of the Board of Trade, who has announced that he hopes to come to a decision very shortly and, moreover, he is giving consideration to the question of insurance of seamen's effects. The Guild has every hope that a satisfactory decision will be arrived at in respect to these matters.

## AUCTIONS

## PUBLIC AUCTION.

A VALUABLE COLLECTION OF ANTIQUE  
CHINA AND CURIOS

(Just arrived from the North, being the Property of the well-known Collector,  
Mr. LAH YEN KEE).

THE Undersigned has received instructions to Sell by Public Auction,

ON  
FRIDAY AND SATURDAY,

THE 8TH AND 9TH JANUARY, 1915, COMMENCING EACH DAY  
AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET,

A VALUABLE COLLECTION OF ANTIQUE CHINA AND  
CURIOS, FROM SUNG TO MING DYNASTIES AND KANGHI  
TO TOWKONG PERIODS.

COMPRISING:—

5-COLOURED, 3-COLOURED AND BLUE AND WHITE VASES, PLATES, BOWLS  
AND FIGURES, ETC., ETC.  
SANG-DE-BŒUF VASES, WHITE "Goddess of Mercy," MING.  
LARGE BRONZE VASES, SUNG.  
FINE CRYSTAL VASES AND SNUFF BOTTLES.  
PORCELAIN AND AGATE SNUFF BOTTLES.  
GREEN AND RED JADE ORNAMENTS.

OLD LACQUERED SCREENS WITH 5-COLOUR DECORATIONS AND BLACKWOOD,  
SCREENS WITH BLUE AND WHITE AND 5-COLOURED KANGHI AND KIENLUNG  
PORCELAIN PLAQUES, POTTERY AND PORCELAIN PICTURES INLAID IN  
WOOD, ETC., ETC.

Also

A FEW PIECES OF SOOCHOW REDWOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the  
articles offered.

Catalogues will be issued.  
TERMS:—Cash on Delivery.

GEO. P. LAMMERT,  
AUCTIONEER. [135]

Hongkong, 6th January, 1915.

G. R.  
PUBLIC AUCTION.THE Undersigned have received instructions  
to Sell by Public Auction,

TO-DAY (WEDNESDAY) and  
TO-MORROW (THURSDAY),  
the 6th and 7th JANUARY, 1915, at 10 A.M. each  
day, at H.M. NAVAL YARD, and at the  
KOWLOON DEPOT.

One 42 ft STEAM LAUNCH (Hull only)  
One STEAM FIRE ENGINE and  
One 64 ft COAL LIGHTER  
(carrying capacity 150 tons).

OLD AND SURPLUS

NAVAL AND VICTUALLING STORES,

Comprising:—

OLD AND SURPLUS NAVAL STORES:—  
SHIPS' COMPASSES, BOILER WITH  
MOUNTINGS, ETC., FAN ENGINES,  
COMPOUND HORIZONTAL ENGINE,  
CAPSTAN AND ENGINE, OIL ENGINE  
WITH TANK, CYLINDERS, SURFACE  
CONDENSERS, ELECTRIC LIGHT  
ENGINE AND DYNAMO, HAND  
WINCHES, FEED PUMPS, STEEL  
FLOATS, SLIDE VALVES, PROPEL-  
LERS, AIR COMPRESSOR, CANVAS  
AND LEATHER HOSES, STAGE  
LASHING, COIR CORDAGE, PAPER-  
STUFF, CANVAS RAGS, OLD INDIA  
RUBBER, READING AND TABLE  
LAMPS, BOATS, OARS (Ash and Fir),  
CARPETS, RUGS, BLANKETS, PUN-  
KAS, STEEL TOOLS, ELECTRIC  
CABLE, OLD CHAIN CABLE, OLD  
IRON AND STEEL, MINERAL AND  
OLIVE OIL, ETC., ETC.

OLD AND SURPLUS VICTUALLING STORES:—  
PROVISIONS, SEAMEN'S CLOTHING,  
BLANKETS, OFFICERS' MESS TRAPS,  
(A QUANTITY OF ELECTRO-PLATED  
ARTICLES AND TABLE LINEN),  
IMPLEMENTS, SEAMEN'S MESS UTEN-  
SILS, OAK STAVES, ETC., ETC.

A LARGE QUANTITY OF AMERICAN  
FLOUR.  
TERMS OF SALE:—As detailed in the  
Catalogues.

HUGHES & HOUGH,  
By Appointment Auctioneers to the Admiralty.  
Hongkong, 26th December, 1914. [51]

## TO LET

## TO LET.

NO. 2, OBSERVATORY VILLAS,  
Kowloon, Tennis Court.  
Apply—  
ARRATON V. APCAR & Co.  
Hongkong, 10th December, 1914. [59]

## QUEEN'S BUILDING.

TO LET, the South-West portion of the  
FIRST FLOOR, including Treasury  
on Ground Floor, lately in occupation of the  
German Bank.  
GODOWN, No. 9, Ice House Street.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, 1st January, 1915. [36]

## TO LET.

FLATS in Humphreys Buildings and  
Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon

Apply to—  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.  
Alexandra Buildings.  
Hongkong, 12th November, 1914. [105]

## TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE,  
Furnished.  
Apply—  
H. E. POLLOCK,  
5, Queen's Road.  
Hongkong, 3rd December, 1914. [63]

## TO LET

## TO LET.

NO. 5, CONDUIT ROAD—Repaired,  
Repainted and thoroughly Renovated.  
Complete installation of Electric Lights,  
including Fittings. Can be occupied  
immediately.  
RICHMOND HOUSE, 11, Robinson Road  
—Now under repair. Can be renovated and  
replaced to suit tenant's taste. Garden and  
Tennis Court.  
For further particulars apply to—  
H. M. H. NEMAZEE,  
10, Des Vœux Road.  
Hongkong, 3rd November, 1914. [47]

## TO BE LET.

FIRST FLOOR of 11, Queen's Road  
Central, from 1st March next, now  
occupied by the Telephone Company.  
Apply to—  
THE MERCANTILE BANK OF  
INDIA, LTD.  
Hongkong, 9th December, 1914. [66]

## TO LET.

NO. 168, THE PEAK, "THE KENNELS."  
Apply—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, 1st January, 1915. [64]

## TO LET.

NO. 119, BELLILIOS TERRACE.  
"ROGATE," Austin Road, Kowloon, from  
1st February, 1915.  
No. 62, THE PEAK (No. 2, CAMERON  
VILLAS), Furnished.  
"KILKENNY," Furnished, No. 122,  
Plantation Road, Peak.  
"BEACONSFIELD," Battery Path.  
No. 56, THE PEAK (5 CAMERON VILLAS).  
Small Bungalow adjoining "GLENSHIEL,"  
Barker Road, Peak.  
Apply to—  
LINSTEAD & DAVIS,  
2nd Floor, Alexandra Buildings.  
Hongkong, 22nd December, 1914. [43]

## TO LET.

OFFICES in St. GEORGE'S BUILDING,  
Second Floor, Overlooking Harbour,  
immediate possession.  
Apply to—  
SHEWAN, TOMES & Co.  
Hongkong, 3rd December, 1914. [39]

## TO LET.

HOUSES in CLIFTON GARDENS,  
Conduit Road.  
1, HILL SIDE, 110, THE PEAK.  
GODOWNS, New Praya, Kennedy Town.  
GODOWNS, at Wanchai Road.  
Apply, etc.,  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, 1st January, 1915. [38]

## TO LET.

ALEXANDRA BUILDINGS,  
VERY CONVENIENT OFFICES  
AND ROOMS, including a Fine Commodious  
Suite.  
Apply—  
SECRETARY,  
A. S. WATSON & Co., Ltd.  
Hongkong, 23rd October, 1914. [36]

## TO LET.

A HOUSE in Knutsford Terrace,  
Kowloon.  
Apply—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., Ltd.  
Hongkong, 4th January, 1915. [45]



# INTIMATIONS

## CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

## FALCON LAGER BEER

GOOD  
CHEAP

NOT "MADE IN GERMANY."

(SAMPLES FREE.)

WHY NOT TRY IT?

YEW LEE.

AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS  
and COMPEADORES,  
15, LEE YUEN STREET, WEST.  
Telephone No. 1230.  
Hongkong, 27th October, 1914. [104]

## NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Hores and Sizes.

SMOKELESS POWDER and CHILLED  
SHOT. From No. 10 to 33SG. at \$6.37  
and \$7.50 per 100. SPORTING REQUIS-  
ITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; CO.

Hongkong, 16th October, 1914. [93]

## A LING & CO.

19 QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS  
STORE.  
Photographic Goods of Every Description  
in Stock.

Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.  
Telephone 1219.  
Hongkong, 18th April, 1914. [94]

By Appointment to  
H.M. King George V.

-it  
must  
be  
Bovril

Proved by inde-  
pendent scientific  
investigation to  
have a Body-  
Building Power  
of 10 to 20 times  
the amount taken

ON SALE

HONGKONG HANSARD REPORTS  
of the MEETINGS  
LEGISLATIVE COUNCIL for the  
Session 1913.

Revised by THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE.  
Hongkong, 14th February, 1914.

## GOODS IN ENEMY VESSELS.

### POSITION OF SHIPPERS AND CONSIGNEES.

PUBLIC MEETING AT SINGAPORE.

The Hon. Mr. C. W. Darbishire presided over a well-attended meeting of consignees and shippers of cargo on enemy vessels in neutral ports, which was held at Singapore, for the purpose of deciding upon the best course to pursue in order to obtain delivery.

The Chairman explained that they were assembled in an endeavour to get a little further with the question of cargoes on board of German and Austrian enemy ships in neutral ports. There seemed to have been an impression that the Chamber of Commerce had taken no very active steps in this connection, and so they thought at the last meeting of the committee they had better have a public meeting—not a Chamber of Commerce meeting alone—at which anyone interested in the question could attend, and if possible decide upon some course of action. In order to dispel the idea that the Chamber of Commerce had not been active in the matter, he proceeded to give a brief review of what had transpired from the commencement. In the early days of the war the first steps taken were to endeavour to get into touch with the Board of Trade, through Lloyd's Agents, Messrs. Syme & Co. A telegram was sent to London stating that the Chamber of Commerce desired an opinion on the question of the cargo aboard of the ships and its early release. The Board of Trade, however, replied suggesting that the best possible arrangements should be made to get the cargoes released.

THE GOVERNMENT HELPLESS.

Following that it was thought pressure might be brought to bear if representations were made through the Colonial Secretary, but they were told that nothing could be done. Messrs. Syme & Company wrote to their various representatives in Java and Sumatra to ascertain what was being done by the German ships there. Copies of the replies had been circulated to the members and it became apparent that under certain conditions cargoes could be obtained, the terms being the presentation of full shippers' bills of lading, payment in full of freight and all charges and an average deposit. The captains of the ships in Sabang, the Chamber was informed by the Rotterdam Trading Co., refused to deliver any cargo at that time assigned to British ports although the authorities had no objection. The Colonial Secretary was approached and asked if he thought anything could be done by communicating with the Netherlands Indies Government. He replied that he did not think any good purpose would be served by addressing them at that time. He said that if they liked to collect lists of the firms who were interested in the cargoes with particulars of the various cargo held up he would get into touch with H.B.M.'s Consul in Java, who would no doubt render every assistance in his power. At the same time he told them that he considered it advisable for firms interested to institute civil proceedings on their own account in the event of delivery being refused. The Chamber endeavoured to get into touch with the shippers at Trieste and Hamburg and at the lines in which they were most closely interested. That was done through the Colonial Secretary, but it was found that they could not possibly get into communication with either of these places.

About that time, Mr. Reid, of Messrs. Nicholas & Lyons, who were intimately connected in Japan with the ships and masters at Sabang, appeared. He had instructions from various companies in Japan and China to charter vessels in order to obtain delivery of the cargoes lying there. He certainly impressed the Chamber with the idea of obtaining the cargoes if they placed themselves in his hands. He went to Sabang and returned the captains there would agree to average bonds being signed under which they would deposit the average deposit in the hands of a neutral bank and in the hands of two neutral trustees. The other conditions were the same as they had heard from Syme & Co. Mr. A. M. McNeil took a great deal of trouble in the matter and went to Sabang to endeavour to get the captains to sign the bond, but the net result was that nothing happened. The captains refused to have the money deposited in a neutral bank and insisted upon it being placed with their agents, a German firm in Medan. At this time they heard from Messrs. Harrison & Crofield with an offer they had received from Messrs. Guntzel & Schumacher, the agents for the German line in Medan. The conditions had been circulated and were known. At the same time Mr. Moxon arrived from Hongkong. He was acting for people in a similar position to themselves and said he was in communication with Harrison & Crofield and suggested the Chamber should take joint action with these in Hongkong and the north. While this was going on the milk case was dragging on in the Courts. The Newlé and Anglo-Swiss Condensed Milk Co. brought an action in the Dutch Courts for the delivery of cargo. A full account of the case, which was eventually taken in Medan, appeared in the Straits Times of November 12th, but up to the present no decision had been given. They could only marvel at the extraordinary delay which had taken place over the case.

AN ITALIAN DECISION.

He said so because by the last mail he received from home the report of a case which had taken place in the Italian Courts which was exactly similar. The *Rhenania* was held up in Naples under the same conditions as the boats in Sabang were. The judgment was as follows:—

- 1.—That when a ship, belonging to a belligerent nation takes refuge in a neutral port, it involves the cancelling, not the suspension, of the contract with shippers.
- 2.—That therefore the freight due to be paid must not be that for the whole voyage, but only a proportion based upon the distance actually traversed.
- 3.—That the expenses of unloading (which include those caused by the moving of other goods) are to be borne by the ship, because force majeure interrupted the voyage, thus

compelling the captain to render up the goods.

4.—That the freight is not due before delivery, but at the same time as delivery (on *fur et a mesure*), so that the charterer may exercise control over the freight, in the event of damage having been caused by the carriers (shipowners).

5.—That the quota of common average for demurrage, viz., the days during which the ship remains in the neutral port, must cease as soon as the shipper requests that the goods be unloaded.

They could only hope the Dutch folk would take a leaf out of that book and hurry up the decision. The latest news which he had to put before them was that a telegram was received from Harrison & Crofield yesterday which stated:—

"Captains Hamburg-Amerika, German Lloyd Hansa steamers Sabang now offer delivery all cargo including contraband against complete acts bills lading or guarantee neutral bank signature average bond payment direct to their agent provisional deposit twenty per cent, full freight discharging restoring expenses agents decline reduce amount deposit telegram shippers views these terms Harrison Crofield."

NO CONSIDERATION FROM GERMANS.

It was for the meeting to decide what the shippers and owners' views were on those terms and he suggested that the best way, and what had been done in other places, was to appoint a small public committee. He suggested Mr. M. Morrison of the Chartered Bank, Mr. Ware, of the Anglo-Swiss Milk Co., Mr. Hood Begg, of Guthrie & Co. and Mr. A. M. McNeil, Syme & Co. The question of what to do was another matter. They could await the result of the milk case or collect full sets of bills of lading and forward them to Harrison & Crofield, asking them to present them to the shippers, demand delivery, and await results. If the captains refused delivery then they could ask Harrison & Crofield to take legal action. But would they be allowed to pay the general average? In the proclamation they were not barred from paying freight to German and Austrian ships for delivery, but where it was a question of 20 per cent. general average on the values of cargoes, to be paid to a German firm the matter seemed doubtful. It seemed like throwing good money after bad, and personally he was going to leave his cargoes in the ships and await the end of the war, when they would no doubt be in a position to demand compensation for those and other abominable outrages perpetrated upon non-belligerents. He did not think they would receive very much compensation from the Germans in Sabang. Anything that might be done would have to be done through the Courts, but they could not expect much consideration from a nation who spends its Christmas Eve in shelling invalids in bath chairs, babies in perambulators, and bathing machines on the beach at health resorts.

Mr. Hewan asked whether the Nestlé Milk Company had offered whatever might be the amount of the general average, or whether they offered to pay that and it was refused, or whether they demanded their cargo.

Mr. Griffith Jones, by way of reply, said judgment was more or less bound to be delivered and he considered there would be little use in taking further action at the moment. He proceeded to explain what had taken place in the Dutch Courts. In the first place the captain got no hearing at all and judgment was pronounced for October 12th. Then the captain, the German Consul and a lawyer appeared in Court to say they would like to defend the case, the President, as a result, adjourning the hearing until October 26th, in order that the lawyer might prepare his case. On October 26th the case was finished and judgment was pronounced for four weeks later, but then a telegram was received stating another four weeks would be required owing to the lack of precedent. They could only await the decision of the Court and express their disappointment at the delay, together with the hope that the Government there would do what they could to settle matters. The delay was the more vexing if only because a day or two ago they heard that ships in Sabang were now selling deteriorated cargoes. They had applied for delivery and it had been refused, and so they had instructed that their cargo should not be touched. He imagined that if the judgment went against them the consignees would have a fairly good case against the ship for deterioration of cargo as delivery had been refused. With regard to any action taken, promptness would be desirable when the time came and an impartial survey would be useful. Then, again, the storage accommodation over there would be insufficient if all the ships started to unload together and a combine of consignes might charter a vessel and relieve the pressure by bringing the cargo down here.

With reference to the collecting of bills of lading and their despatch to Harrison & Crofield in order that they might be presented by a lawyer to the ships in question, the Chairman remarked that the question of general average was a very debatable one as to up to what time the cargo had to contribute to the expenses of the ship in the port of refuge. Messrs. Syme & Co. had told them that their lawyers in Batavia held the view that the cargo should contribute up to the time it was discharged from the vessel, but according to the view taken in the Italian Court by the judge was that the cargo should contribute up to the time a request was made for the unloading of that cargo. From that point of view it was possible that the sooner they got the bills of lading presented the better, if the same view was taken in the Dutch Courts. The agents view was that they were liable to pay tribute to the demurrage up till the time they left port, so that if a vessel remained ten years they would be supposed to pay all that time.

Mr. Griffith Jones asked if they therefore nominated Messrs. Harrison & Crofield, but the Chairman replied that that was only a suggestion for the committee. Mr. Page remarked that it was almost certain to be necessary to tender freight as well in demanding delivery of goods, that was, freight to Sabang or the nearest point of deviation. He did not know whether the Nestlé Company did that. The Chairman explained that in the milk case the freight was prepaid. With regard to the question of up to what point freight was payable, Mr. Page said that

in the Italian Court it was clearly held to be payable up to the point where the voyage was interrupted, but the Chairman added that their friends in Medan said for the whole of the voyage.

Mr. Tomlin then proposed that a committee consisting of Messrs. Morrison, Ware, Hood Begg, McNeil and Agnew be appointed. Mr. Cunliffe seconded the motion, which was carried.

Mr. Agnew said it might be as well to point out to the various people interested that the committee might have to spend some money. It might be necessary to embark on some expenditure right away, although, of course, it would not be a great deal.

The Chairman said they would incur that, but he felt sure that anyone outside the Chamber of Commerce would no doubt contribute the share of the expenses incurred in the matter.—*Straits Times*.

## NO RUBBER FOR EXPORT.

PROBLEM OF THE SUPPLY OF SCRAP.

GERMANY'S PREDICAMENT.

A circular has been addressed to the secretaries of the leading hospitals by Messrs. S. Schein & Sons, waste rubber merchants, of 21, Finsbury-street, E.C., asking that any stocks of waste rubber in the hospitals may be supplied to them. Mr. Schein explained to one of our representatives that of the profits of the waste rubber so bought from the hospitals, one-half would be given to the Prince of Wales's Fund. "There is no sale for waste rubber now," said Mr. Schein, "and we should have to keep it in stock until the end of the war. After the war there are many ways of manufacturing the scrap into different articles."

"Yes, I know that Germany is short of raw rubber, but this scrap rubber would be no use to them. Germany is really overstocked with scrap rubber, and for more than eighteen months we have received letters from the merchants and manufacturers of Germany asking us if we would buy supplies."

"In England there is too much raw rubber in stock, and the consequence is that it is coming down in price. Germany never had too much raw rubber, although she was always buying from all over the world, mostly England."

It is known in the rubber trade circles in London that Germany has been making desperate efforts to obtain supplies of rubber through neutral countries for her increasing military requirements.

The Government has now prohibited the export of rubber from this country, and this prohibition Germany's difficulties will increase. It has been established that supplies which have been sent from London to neutral countries have ultimately found their way into German hands.

Most of the plantation rubber is produced in the British Empire, although large quantities are also exported from Para. Nearly 20,000 tons of this go to the United States, whence it may be possible for large shipments to reach Germany via Holland or Italy.

## RESTORATION OF A BELGIAN VILLAGE.

INTERESTING TOKIO RELIEF SCHEME.

A most practical and novel scheme for applying the Relief Fund for Belgian Refugees that has been raised in Japan is being worked out by the founders of the fund, Mme. de Warée and Baroness d'Anethan.

Instead of the money being sent to be applied indiscriminately, they have sent a request to the Foreign Minister asking him to designate a village where the need is great, that the fund may be used in the re-establishment of the homes, once the people are allowed to return to them. The fund now exceeds £5,000, and this amount will be greatly increased undoubtedly during the next few weeks. It is the plan of the ladies managing the fund to purchase household necessities, possibly domestic animals, schoolbooks for the children, food supplies, etc. Collections of garments will be made and sent separately from the fund, three cases having been recently gone. The houses will be rebuilt through Government aid.

The idea of this constructive plan of village aid is meeting with the warm approval of those who have heard of it. The plan was worked out with a view to keeping the fund distinctive, that the recipients might know of the sympathy manifested in the Far East and also as a matter of satisfaction to the contributors, who will thus be able to see definite results of their generosity.

## HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

FIELD DAY, 10TH INST.

1.—Parade on Cricket Ground, 8 a.m.  
Dress.—Light marching order. Four pouches to be worn. No bandoliers. Water-bottles filled. Sandwiches to be taken in haversacks. Helmets, Khaki jackets and shorts will be worn. Coats, warm British, for the return journey may be taken and left at Fanning Station.

All members of the Corps including the Belcher's Section and as many exempted men as possible are to attend. The Engineer Company will not attend.

PARADES.

2.—Parades for Wednesday, 6th inst.—N.H.

3.—Orderly Officers: 2nd Lieut. Cunningham.

Orderly Sergeant: Corpl. Shenton.

To furnish Guard-to-night: No. 2

Section, Artillery.

E. G. STEWART, Capt., Adjutant, H.K.V.C.

# INTIMATIONS

## LANE, CRAWFORD & Co.

AGENTS FOR

## CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY  
FIRE OR BURGLARY  
BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

CHUBB'S

BRASS DETECTOR  
AND GALVANIZED  
PADLOCKS.

CASH AND DEED BOXES.

YALE

LOCKS AND LATCHES.

CABINET LOCKS

OF EVERY DESCRIPTION.

CHUBB'S  
PATENT LOCKING BARS FOR  
GODOWN DOORS.  
CANNOT BE WRENCHED OFF, DUST-PROOF.  
NO PADLOCKS ARE REQUIRED WITH THESE.  
INSPECTION INVITED. [23]

## REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS,  
DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN,  
Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.

The Remington "JUNIOR" is a typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a typewriter and have always needed one, but who would not get it. It is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK.

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

## NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY

CO., LTD..

MOJI, JAPAN.

This is an Excellent Beer

and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY &amp; WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.

Hongkong, 30th November, 1914. [49]



## NOTICE TO CORRESPONDENTS.

Onix communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Cable: A.B.C. 5th Ed. Lieber.

P.O. Box 34. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA."

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk. Cargo remaining on board THURSDAY, 8th Jan., at 5 P.M. will be subject to landing charges, and if undelivered MONDAY, 11th Jan., at 5 P.M. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All cargo and other damaged Cargo will be examined at the above Company's Godown at West Point 9th Jan. at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 5th Jan., otherwise they will not be recognized.

B. C. MORTON, Agent.

Hongkong, 5th January, 1914. [32]

## NOTICE.

THE Interest and Responsibility of the Undersigned as Lessee of the Business of the HONGKONG DAILY PRESS and CHUNG NGOI SAN PO Cessed on 31st December, 1914.

D. WARREN SMITH.

Hongkong, 31st December, 1914. [122]

## NOTICE.

MR. W. G. WORCESTER has been Appointed under the Alien Enemies (Winding up) Ordinance, 1914, Liquidator of the Business and Affairs of Messrs. GABRIEL, BORNES & Co., Merchants and Commission Agents.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between GREGORY CHARLES MOXON, JOHN WILLIAM TAYLOR, WILLIAM GILBERT WORCESTER and EDWARD MAURICE RAYMOND, carrying on business at Victoria, Hongkong, as Shareholders under the Style or Firm of MOXON & TAYLOR, has been Dissolved by the effluxion of time as from the 30th day of September, 1914, so far as Concerns the said WILLIAM GILBERT WORCESTER, who has retired from the said Firm. The said GREGORY CHARLES MOXON, JOHN WILLIAM TAYLOR, and EDWARD MAURICE RAYMOND will continue to carry on the said Business in Partnership under the same Style or Firm of MOXON & TAYLOR.

G. C. MOXON, J. W. TAYLOR, W. G. WORCESTER, E. M. RAYMOND.

January 1st, 1915.

THE Undersigned has commenced Business as a Merchant and Commission Agent, as from the 1st January 1915 under the Style of W. G. WORCESTER & Co., at King's BUILDINGS, Connaught Road, Victoria, Hongkong.

W. G. WORCESTER.

Hongkong, 1st January, 1915. [123]

## NOTICE.

TO all whom it may Concern, the Undersigned will as from the 1st day of January, 1915, carry on Business as Import, Export, Merchant and Commission Agent under his own name, having severed all connections with the firm of P. SOFFIETTI & Co.

A. GALLOTTI.

Hongkong, 31st December, 1914. [124]

## NOTICE.

MR. GERALD GEORGE WOOD has This Day been admitted as a Partner in our Firm.

LEIGH &amp; ORANGE.

Hongkong, 1st January, 1915. [137]

## NOTICE.

WE, THE KWONG ON S.S. CO., LTD., of No. 240, DES VUEX ROAD CENTRAL, Hongkong, hereby give Notice that in consequence of having Re-built the S.S. "TAY ON" we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TAY ON," of HONGKONG, Official number 45888, of gross tonnage 705.73 tons, register tonnage 438.21 tons, heretofore owned by the KWONG ON S.S. CO., LTD., of 240, DES VUEX ROAD CENTRAL, for permission to change her name to "NAM HOI" and to have her registered in that name at the port of HONGKONG as owned by THE KWONG ON S.S. CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 30th day of December, 1914. [107]

## NOTICE OF REMOVAL.

THE OFFICE of the Undersigned has been REMOVED to No. 34, QUEEN'S ROAD CENTRAL, Second Floor.

N. MODY &amp; Co.

Hongkong, 31st December, 1914. [130]

## INTIMATIONS

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

## 6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st JANUARY, 1915, will be made on presentation of Coupon No. 5 at any of the undermentioned Banks, viz. —

HONGKONG & SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA, At Tientsin, Shanghai or Hongkong.

RUSSO-ASIATIC BANK, At Tientsin, Shanghai or Hongkong.

BANQUE DE L'INDO-CHINE, At Tientsin, Shanghai or Hongkong.

YOKOHAMA SPECIE BANK, Ltd., At Tientsin, Shanghai or Hongkong.

BANQUE BELGE POUR L'ETRANGER, At Tientsin, Shanghai or Hongkong.

The Interest, less Income Tax at 2s. and 1d. in the £, will be:

On £20 Bonds. s. d.  
Per Coupon (Gross) 12 0  
Less Tax at 2/1d. in the £ 1 3

Net amount payable 10 9

On £100 Bonds. s. d.  
Per Coupon (Gross) 60 0  
Less Tax at 2/1d. in the £ 6 3

Net amount payable 53 7

On £500 Bonds. s. d.  
Per Coupon (Gross) 300 0  
Less Tax at 2/1d. in the £ 31 3

Net amount payable 268 7

Payment will be made in Tientsin at the Demand of the Coupon.

By Order, THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, General Manager.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

## SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

## SECOND DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Thirtieth day of October, 1914, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAUROLD, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1914, at either of the following places: —

In London: — At the Transfer Office of the Company, No. 22, Austin Friars, London, E.C.

In China: — At the General Offices of the Company, Tientsin.

5 BONDS OF £500 EACH, NUMBERED:

26 107 217 225 264

70 BONDS OF £100 EACH, NUMBERED:

316 341 369 554 558 576

579 626 640 654 653 615

892 963 1004 1020 1073 1077

1109 1125 1174 1177 1205 1217

1253 1406 1428 1443 1447 1468

1541 1546 1566 1583 1593 1515

1563 1585 2011 2059 2167 2203

2241 2307 2371 2389 2412 2430

2593 2632 2772 2818 3025 3100

3190 3216 3227 3231 3307 3336

3402 3442 3446 3457 3453 3558

3582 3593 3619 3647

725 BONDS OF £200 EACH, NUMBERED:

3609 3685 3918 3924 3936 3977

4082 4070 4100 4102 4178 4370

4414 4421 4444 4474 4480 4591

4601 4707 4764 4806 4885 5042

5068 5118 5119 5136 5141 5167

5221 5267 5301 5327 5341 5413

5597 5636 5751 5784 5823 5894

5852 5912 5923 5978 6008 6019

6045 6061 6074 6109 6161 6177

6350 6401 6488 6521 6558 6656

6674 6702 6735 6764 6860 6888

6894 6934 6955 7036 7158 7184

7249 7268 7296 7398 7445 7483

7552 7604 7634 7643 7657 7723

7763 7878 7940 8009 8037 8112

8185 8235 8274 8314 8469 8509

8671 8680 8696 8741 8758 8783

8815 8819 8867 8948 9080 9094

9109 9170 9199 9208 9223 9232

9297 9366 9451 9483 9521 9523

9607 9627 9641 9702 9776 9795

9867 9947 10025 10052 10145 10192

10199 10234 10241 10267 10296 10302

10398 10470 10499 10524 10637 10660

10681 10765 10814 10841 10855 10906

11013 11081 11089 11123 11143 11261

11306 11383 11398 11421 11433 11506

11642 11683 11727 11740 11753 11800

11900 11923 11936 11950 11975 11989

12013 12016 12031 12050 12162 12164

12180 12251 12257 12270 12339 12471

12564 12616 12702 12809 13137 13259

13454 13485 13489 13495 13497 13505

13520 13571 13589 13618 13749 13755

13774 13797 13823 13837 13841 13864

13906 13995 14005 14105 14114 14173

14204 14214 14332 14334 14352 14392

14515 14593 14701 14750 14759 14799

14846 14891 14945 14985 15043 15197

15246 15255 15575 15592 15620 15722

15747 15846 15860 15899 15919 15963

15972 16104 16113 16208 16301 16343

16373 16447 16713 16824 16838 16851

16868 16868 16868 16767 16801 16823

16861 16962 16971 16973 16994 17140

17212 17224 17258 17374 17638 17673

17713 17736 17744 17755 17767 17798

17821 17853 18032 18104 18119 18174

18175 18187 18205 18237 18263 18326

18360 18412 18423 18554 18563 18584

18711 18747 18769 18818 18808 18835

19148 19157 19198 19259 19265 19347

19459 19460 19461 19550 19743 19788

19816 19899 19901 19941 19950 20157

20160 20176 20194 20201 20322 20325

20327 20405 20419 20480 20524 20529

20565 20609 20615 20624 20715 20718

20766 20825 20903 20922 21080 21172

21327 21365 21362 21447 21538 21577

21596 21690 21811 21879 21926 22036

22040 22237 22281 22348 22412 22495

22526 22572 22605 22736 22777 22790

22826 22844 22852 22889 22925 22988

## INTIMATIONS

## A. S. WATSON &amp; CO., LTD.

## WINE &amp; SPIRIT MERCHANTS.

## CHAMPAGNE

DE

## ST. MARCEAUX &amp; Co.

REIMS

## VIN BRUT AND VERY DRY

## VINTAGE 1906.

## PRICE PER CASE:

1 Doz. Quarts - - - \$63.00

2 " Pints - - - \$65.00

4 " Splits - - - \$68.00

## CHAMPAGNE

DE ST. MARCEAUX &amp; Co.

IS A

## GUARANTEED VINTAGE

## WINE.

It is the most Popular Wine in England and Europe to-day, and invariably figures on the menus of Banquets, Dinners, and Suppers given by Ruling Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

## CREME

## D'EPERNAY

## A CHAMPAGNE OF FINE QUALITY.

## PRICE PER CASE:

1 Doz. Quarts - - - \$36.80

2 " Pints - - - \$39.00

4 " Splits - - - \$41.20

[13]

## BIRTH.

WILLIAMS.—On December 28th, at Shanghai, to Mr. and Mrs. W. J. WILLIAMS, a daughter.

## MARRIAGE.

FARMER.—On December 27th, at Chinkiang, GEORGE FRANCIS FARMER, of Newchwang, to AMANDA FLORENCE HAYES, only daughter of Mr. and Mrs. HAYES, Chinese Customs Service, Chinkiang.

## DEATH.

PEACH.—On December 14th, at Chinkiang, JAMES ARCHIBALD PEACH, Chinese Customs Service, aged 44 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 6TH, 1915.

## RELIGION AND POLITICS IN CHINA.

While the Revolution was in progress and for some time after the overthrow of the Monarchy, many people having a more or less profound knowledge of the Chinese people and the literature and philosophy by which the character of the nation has been moulded, predicted that Republican Government in China would be short-lived because it was so entirely at variance with the popular view which obtains in China of the fundamental principles on which States should be governed. No man elected to be President of the Republic for the time being, it was said, could ever take the place of the "Son of Heaven" in the confidence and regard of the people of China. It was almost inconceivable that the people of China would be satisfied for long to have as the Head of the State one who was not of the semi-divine race of Kings. In the ancient days only the Emperor was deemed fit to Worship Heaven, as he alone was the Son of Heaven; hence the rule that "Emperor worships Heaven, feudal lords worship hills, and commoners worship ancestors."

Confucius describes the evolution of the social and political organisation in these terms: "Heaven and earth existing, all things got their existence. All things having existence, afterwards there came male and female. From the existence of male and female there came husband and wife. From husband

and wife, there came father and son. From father and son there came minister and ruler. From ruler and minister there came high and low. When high and low had existed, afterwards came the arrangements of propriety and righteousness." These doctrines constitute the fundamental basis of the whole political economy of China, and it is very interesting to observe how Republican Government is being made to fit in with these ideas. For the first time since the inauguration of the Republic the President has recently performed the great State ceremony of the Worship of Heaven. By those who are obsessed with the idea that YUAN SHIH-KAI has designs of establishing a dynasty, this action on his part in performing a ceremony hitherto regarded as the exclusive prerogative of the "Son of Heaven," i.e., the EMPEROR—has been accepted as conclusive confirmation of these suspicions; but not every one views the matter in the same light. An interesting article on the subject was recently contributed by Mr. LIANG CHI CHIAO, a well-known Chinese scholar, to the columns of the *Peking Gazette*, in which he discussed the political significance of the ceremony, which he describes as "the greatest State function held since the establishment of the Republic." He quotes CONFUCIUS as saying that "He who understands the ceremonies of the sacrifices to Heaven and Earth and the meaning of the several sacrifices to ancestors, would find the government of a Kingdom as easy to look into as the palm of his hand," and he tells us that a research study of the fundamentals of Chinese philosophy and religion will show that the significance of the rituals is not exaggerated. He enumerates a number of principal points which show wherein the sense of religion, universally believed by the people of China for thousands of years, has been utilised in the sphere of politics. The six main points are so interesting that they are worth quoting fully:—

1.—The life of man is given by Heaven and is in the keeping of Heaven.

2.—For love, Heaven always ordains a good man to be the Head of the nation and invests in him the power of administration on behalf of Heaven.

3.—The duties of the Head of the nation are the duties of Heaven, and therefore, he is wholly responsible to Heaven.

4.—One who fails to fulfil his duties is disowned by Heaven, and his qualification as the Head of the nation is at once nullified.

5.—The will of Heaven is completely invested in the people (*to be, to prosper*); therefore, in being responsible to the people, the Head of the nation is really performing his obligations to Heaven.

6.—The Worship of Heaven by the Head of the nation is an intercourse between one who gives appointment and one who receives appointment, and in which the latter reverently receives orders from the former, examines himself with regard to the fulfilment of his duties and waits for judgment.

Mr. LIANG quotes from many of the Classics in illustration of these doctrines, and to show "that the reason for having a Head of the nation is *pro bono publico* and that the selection or abolition of the Head is by the will of Heaven." The Monarch or the Head of the State in China cannot say, as did Louis XIV., "I am the State." The people of China, as Mr. LIANG puts it, believe "that the power of the State is always in the keeping of Heaven, and that the Head of the nation is only the person who executes the authority of Heaven by its specific investment." According to the principles of republicanism, the Head of the nation is not the owner of the nation but the trustee of the nation." In other words, in the changed circumstances the President of the Republic for the time being is as rightly to be considered the "Son of Heaven," as any one of the long succession of Emperors who have sat upon the Dragon Throne.

At the Summary Court, yesterday Ng Ching Po sued H. Ruttonjee & Son for the recovery of £1,237.58, the amount of balance due on an agreement alleged to have been entered into by the parties in March, 1913. Owing to the absence through indisposition of Mr. Heywood, one of the solicitors engaged, the action was adjourned until Saturday.



# THE WAR.

## FRENCH OCCUPY STEINBACH.

### FURTHER RUSSIAN CAPTURES.

#### FOUR SHIPS SUNK BY GERMAN MERCHANT CRUISER.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### FRENCH MAKE MARKED PROGRESS IN UPPER ALSACE.

London, January 4th.  
1.05 p.m.

To-day's Paris communiqué says:—  
The progress of the French in Upper Alsace was again marked.

We yesterday occupied the neighbourhood of the church and cemetery at Steinbach.

Also, in the region of Perthes, we seized several points d'appui.

There has been intermittent cannonading from Argonne to the Meuse, and on the heights of the Meuse our troops unsuccessfully attempted to carry Bouronvilles.

We continued to make progress at Bois-le-Pretre.

We attacked an important height to the west of Cernay, and repulsed a counter-attack.

#### THE TAKING OF STEINBACH.

#### DESPERATE FIGHTING ALSO AT CERNAY.

London, January 5th.  
3.30 a.m.

A Paris communiqué says that there has been very violent fighting in Upper Alsace and in the region of Cernay. The French last night lost but subsequently recaptured the neighbourhood of the church at Steinbach, and this morning they succeeded in carrying the whole village. For a short time the French lost possession of the German works which they had captured to the west of Cernay, but the Germans were unable to hold the ground and the position therefore remains in the hands of the French.

#### BERLIN ADMITS LOSS OF STEINBACH.

London, January 4th.  
4.50 p.m.

A telegram from Amsterdam says that Berlin communiqué admits that the French have taken Steinbach, despite severe German resistance.

#### SUPERIORITY OF ALLIES' ARTILLERY.

London, January 4th.  
5.05 p.m.

To-day's Paris communiqué states that from the sea to the Oise it has been quiet, due to the wet weather. There were some artillery duels, our heavy guns opposite Noulette silencing the German batteries. There has been particularly violent cannonading from the Aisne to Champagne. Our batteries maintained their superiority and shelled violently the enemy's reserves.

#### RUSSIAN FRONT.

#### FURTHER RUSSIAN CAPTURES.

London, January 5th.  
3.30 a.m.

A Petrograd communiqué states that throughout the 3rd inst. no important change took place on the left bank of the Vistula. Desperate fighting occurred on the night of the 2nd inst. in the Bolimoff region, where the Germans forced a Russian trench, but were immediately dislodged.

The enemy abandoned six guns and lost a number of men who were taken prisoners.

The Russians made further progress in Galicia, capturing over a thousand prisoners. They also captured members of the Staff of the Austria Column and their documents.

#### TURKS AGAIN ROUTED.

London, January 5th.  
4.30 a.m.

A Petrograd message says the Russians have gained an important success over the Turks at Ardagan, in Trans-Caucasia, completely routing the enemy.

#### NAVAL ACTIVITIES.

#### MERCHANT SHIPS SUNK.

#### ACTIVITY OF A GERMAN MERCHANT CRUISER.

London, January 5th.

The German steamer *Olavi* has arrived at Las Palmas having on board 93 sailors belonging to the British steamer *Belle Vue* and three French ships which have been sunk by the German merchant cruiser *Kronprinz Wilhelm*.

(The *Belle Vue* is the property of the "Belle Vue" Steamship Co., Ltd., of Glasgow. She is a steel vessel of 2,459 net and 3,814 gross tonnage being built at Scotstoun in 1896.)

#### CHRISTMAS IN THE NORTH SEA.

London, January 5th.

Admiral Jellicoe, writing to his brother, says:—"We spent Christmas day waiting for the Germans, who did not appear. But we managed to find time for Church, although the whole time we were cleared for action, all the men being at their guns."

#### GENERAL.

#### BRITISH REPLY TO AMERICAN NOTE.

London, January 4th.  
8.25 p.m.

A telegram from Washington says that the British Embassy has notified that copper shipped before it was declared contraband would, if seized, be paid for, or released. No cargoes for Italy had been detained at Gibraltar since the 4th December. Negotiations were proceeding in London for the removal of the embargo on rubber.

#### LATER.

A Washington telegram says it is understood that assurances have been given here that Great Britain will not interfere with shipments of copper to Italy if they are consigned to reputable firms and shipped in Italian vessels. Shipments to Sweden and Norway also will not be interrupted.

The Washington correspondent of the *Daily Telegraph* says he is reliably informed that Great Britain's reply to President Wilson's Note will be satisfactory. It will promise some concessions, but deny the right of America to demand others.

#### LORDS MEET TO-DAY.

London, January 5th.

The House of Lords will meet to-day (Wednesday) for a two days session, and some interesting statements are expected in relation to the war.

#### ALARMING FLOODS IN THE THAMES.

London, January 5th.

After the wettest winter on record the floods in the Thames have reached alarming proportions. An emergency committee has been formed at Maidenhead to consider the serious position of the town, which is threatened with the collapse of the dam.

#### FEDERAL WAR RISK BUREAU.

Washington, December 13th.

The recently created Federal War Risk Bureau, in the first month of its existence, has underwritten insurance amounting to fifteen-and-a-quarter millions dollars.

## WAR NEWS.

### A RUSSIAN NAVAL SUCCESS.

#### MYSTERY OF AN ACTION IN THE BALTIC.

The Petrograd correspondent of the *London Morning Post* telegraphed on November 17th:—  
I am in a position to tell such part of the story as it is advisable to disclose of a very smart piece of naval work by the Russian Baltic Fleet, commanded by Admiral von Essen.

It will be remembered that a number of German war vessels put into the Kiel Canal with injuries, in some cases so serious that the vessels actually sank in the Canal. Nothing official was ever allowed to be known of this Russian exploit, nor can all details be told even now.

The German vessels had acquired the habit of cruising about the Baltic up to the limit which the Russian Fleet had decided to hold, and were doubtless putting severe pressure upon Sweden. Receiving certain information Admiral von Essen painted several cruisers and destroyers with the German colours, and contrived in foggy weather to join the German ships unsuspected until too late.

At a convenient moment he opened fire and sank one German cruiser, and badly damaged another, while the destroyers put in good work on the German smaller craft. After this the Russian vessels went home again untouched.

The Germans naturally kept dead silence about the whole affair, which was not only rather discreditable, from a purely naval point of view but involved other considerations still more discreditable. The Russians kept quiet about it for other reasons.

But purely as a piece of naval work it was a highly creditable affair. A number of coveted Saint George Crosses were issued for this satisfactory little expedition.

Admiral von Essen can count now on getting every ounce of weight out of the men under his command, so that the Fleet, as a whole, has gained considerably by this clever adventure.

On Friday, September 4th, the Official Press Bureau issued the following statement:—

"According to information derived from a trustworthy source, seven German destroyers and torpedo-boats have arrived at Kiel in a damaged condition, and it is understood that others have sunk in the vicinity of the Canal."

#### WITH THE BAYONET.

#### RUSSIANS CHARGE ENEMY SINGING HYMNS.

The following report has been sent by the Petrograd correspondent of the *Daily Mail*, the new London illustrated paper:—  
A Russian gentleman ranker has given a vivid account of his feelings in the fighting line. Describing the moment of attack the writer says:—"Our hearts were beating wildly. I felt a choking sensation in my throat, and an indescribable enthusiasm seemed to boil up within all of us. I heard myself shouting, and in my brain something was urging me to 'Run, run' against the enemy."

"Accordingly we ran, our ranks thinning as we advanced. A red-haired fellow from Jaroslavl was on my right. Suddenly he sat down on the ground, dropped his rifle, and grabbed his stomach with both hands. I saw him only for a moment, and left him behind in my mad rush."

"The whole picture is indubitably printed on my mind. I see his face distorted with terrible pain, his wild blue eyes, his blood-stained body, and I hear him cry, 'Oh! brothers!'"

"I have no time to think or to feel. My feet seem to carry me on in spite of myself. My body seems to fly forward after the enemy. Instinctively, without any plan or idea, I swing my rifle forward, and as I run I prod the air with it long before we come into touch with our foes."

"Someone in the front ranks begins to sing the majestic hymn."

"Before he had finished the first line the rear ranks have taken it up and continued it."

"And hush! Thine heritage."

"The waves of the tune seem to dash against the faces of the enemy. At first only a few voices join in the hymn. More and more take it up until the whole column seems to give forth one vast wave of sound. It seems as though even the dying lying all around us join in with their last breath."

"A dark-complexioned Jew lad who runs beside me joins in, too. I see his open mouth and hear his high baritone sounds issuing forth. Even I myself, a disbeliever 'Intelligent,' also take up the strain."

"We have ceased to be individuals, and have become infinitesimal fractions of one indivisible whole, which seems to have robbed us of any feeling of fear or terror. Therefore I, who have forgotten how to pray, reverently sing:—"

"Oh, Lord, save Thy people."

"Death seems to have absolutely no terror. We feel instinctively that our death is necessary, as is the death of the autumn leaves which fall from the trees to fertilise the soil for the future harvest."

"From Brody to Galitz, from Galitz to Stuy, and right on to the spot where we are now, the earth is soaked with our blood and strewn with our bodies. But the enemy, the powerful, highly-trained enemy, armed with all the intelligence of military science, is flying before us."

#### WAR ON WOMEN AND CHILDREN.

#### GERMAN BOMBARDMENT OF LIBAU.

Official reports received in Petrograd regarding the second bombardment of Libau show that the Germans made a special target of the most populous and open parts of the town. Owing to this fact a great number of peaceable and inoffensive inhabitants, especially women and children, fell victims to German barbarism.

Telegraphing from Paris, the special correspondent of *The Standard* says:—  
Two deaf and dumb soldiers are to be seen among the last batch of German prisoners captured in the north. Officers at the front declare that hundreds of Germans raise their hands above the trenches in the hope of being shot through them, or of having a finger carried away, so that they may be sent to the rear for treatment, and then invalided.

## SIMILARITY OF SOAP.

### ACTION AGAINST MITSUI BUSSAN KAISHA.

The sale of soap in wrappers which were so much alike that the similarity was considered capable of deceiving even the Chinese, formed the subject of an application for an interim injunction at the Supreme Court yesterday, before the Chief Justice. The plaintiffs were William Gossage & Sons, Ltd., soapmakers, Widnes, Lancs, England, for whom Messrs. W. G. Humphreys & Co. are the Hongkong agents, and the defendants the Mitsui Bussan Kaisha.

Mr. Eldon Potter (instructed by Mr. Wilkinson) was for plaintiffs, and Mr. F. C. Jenkin (instructed by Mr. Hastings), represented the defendant firm.

The application was couched in the following terms:—"To restrain the defendants, their servants and agents from infringing the plaintiffs' registered trade mark; and from passing off, or enabling others to pass off, goods not manufactured and packed and got up and sold by or for the plaintiffs as, and for, goods of the plaintiffs; and in particular, to restrain the defendants, their servants and agents, from selling, or offering, or exposing, or advertising for sale, or disposing of, or procuring to be sold, any soap not manufactured, packed, and got up and sold for, or by, the plaintiffs in packages and under labels colourably resembling the packages and the labels of the plaintiffs, and bearing on them certain Chinese characters; or so got up, designed, arranged or contrived as by colourable imitation of the packages or labels of the plaintiffs, or of their get up, to be calculated to deceive or to represent, or to lead to the belief, that such soap was manufactured, packed, or got up or sold by or for the plaintiffs."

Mr. Potter explained the relevant facts in the application, and said he was instructed that the defendants were being made until the trial which was to take place subsequently. Counsel quoted the affidavit of Mr. Humphreys, in which it was explained that the plaintiffs' soap had established a reputation among the Chinese, and was known as the Lung Fat Kam. This was printed in Chinese characters on the wrappers of the soap. Eventually the defendants came into the market with a soap coloured similarly to plaintiffs', and the wrapper bore exactly the same characters, Lung Fat Kam. The similarity in the general make-up of the soap was so marked that it was quite capable of deceiving purchasers who were desirous of purchasing the genuine Lung Fat Kam, which was the registered trade mark of plaintiffs in the Colony.

The Chief Justice—Are not the defendants registered?

Mr. Jenkin—Not here, my lord. Counsel went on to explain that he did not object to the application, because the defendants were not at present in a position to resist it. The Mitsui Bussan Kaisha had no interest at all in the soap; they were merely the selling agents for a firm in Japan called Tan Hoi. The position of the defendants was simply selling agents for the principals. That had been advised upon, and the advice given had now gone to Japan. They did not, he might say, in any way admit the infringement. The Mitsui Bussan Kaisha had been selling agents for about a fortnight only.

The Chief Justice—When did you commence to sell in this market in the Colony?

Mr. Jenkin—About three weeks ago.

The Chief Justice—Then they took action at once?—That is so.

An order was made in the terms of the application, subject to the usual undertaking in regard to indemnity.

## LOCAL SPORT.

### HONGKONG FOOTBALL LEAGUE.

#### MATCHES FOR THE WEEK.

January 6th.—Victoria Rovers v. Diocessans, Military ground, at 4.15. Referee, Mr. F. W. Wright.  
January 9th.—Lanibans v. Victoria Rovers, Military ground, at 2.45. Referee, Mr. J. Moran.  
January 9th.—Diocessans v. Lam Liong, Club ground, at 2.45. Referee, Mr. R. Nazarin.  
January 9th.—Police v. Navy, Military ground, at 4.15. Referee, Mr. J. Casey.  
January 9th.—Club v. R.G.A., Club ground, at 4.15. Referee, Mr. F. W. Eager.

#### LEAGUE TABLES TO DATE.

DIVISION I.					Goals.
Club.	P.	W.	L.	D.	F.A. Pts.
R.G.A.	3	2	0	0	8 4 6
Club	3	1	2	3	3 3 3
Navy	4	1	2	1	5 3 3
Police	3	0	1	2	3 4 2
DIVISION II.					Goals.
Club.	P.	W.	L.	D.	F.A. Pts.
St. Joseph's College	2	2	0	0	6 0 4
Diocessans	1	1	0	0	1 0 2
Lam Liong	2	1	0	1	2 4 2
Queen's College	2	0	1	1	2 4 1
Confucians	2	0	1	1	2 0 1
University	1	0	0	1	0 0 0
Lanibans	0	0	0	0	0 0 0
Victoria Rovers	0	0	0	0	0 0 0

## NOTES FROM PEKING.

### [FROM OUR OWN CORRESPONDENT.]

PEKING, December 24th.

#### THE WORSHIP OF HEAVEN.

For the first time since the establishment of the Republic the Worship of Heaven was carried out with much of the old-time ceremonial at the Temple of Heaven on the morning of the 23rd, and, needless to say, aroused no little interest. Speaking generally, there is little disposition to regard the revival of such ceremonies as an indication of the President's desire to arrogate Imperial prerogatives to himself, but simply as an appreciation of the part which such ceremonies occupy in Chinese thought, belief and custom. On this occasion a number of foreigners witnessed the ceremony, but none of them would care to repeat the experience. Having been informed that the ceremony would take place about five o'clock they believed that they were correctly informed and mustered just after four. As they had to wait in an atmosphere which was only a few degrees above zero until after seven o'clock it will be understood that they did not enjoy themselves.

The route was covered with yellow earth, as in the days of the Empire, and soldiers lined the thoroughfares leading from the palace to the Temple of Heaven from midnight until ten next morning, a fact which speaks well for the endurance of the Chinese soldier. It also shows the great care which was taken to prevent "incidents." Comment was made on the fact that a carriage, empty, drawn by four horses and accompanied by outriders, preceded the armoured motor car in which His Excellency rode. However, it is satisfactory to record that the ceremony passed off without a hitch, though it is difficult to avoid the conviction that it was performed in a somewhat more punctilious manner than it was performed by the Emperors of old, that is, if we are to believe the records written by men who never witnessed the events they described.

#### FINANCIAL.

The juggling with figures credited to the German in their reports of captures of prisoners seems to be a trifle compared with proving that the financial condition of China is quite all right. Innumerable new taxes are suggested and discussed and approved with alacrity, and now it is proposed to increase the 16 million dollar domestic loan to 24 millions and to treat it as one loan, while the proposed 30 million dollar domestic loan proposed for next year will be launched in due course. The increase of the domestic loan is explained by the fact that it was over-subscribed by some six or seven millions, and as that money has been promised or is in hand it should not be a difficult matter to raise the odd million or two necessary to make the loan a 24 million dollar loan instead of a 16 million dollar loan. If Liang Shih Yi does not receive all the decorations that are possible in China, well, there is no gratitude in the President. And those who know him well would not accuse him of ingratitude. He never forgets a friend.

#### MUSICAL.

Peking has certainly enjoyed the visit of the Italian Grand Opera Company, and it was noteworthy that the large audience every night included a fair number of Chinese, who seemed to appreciate the high-class music.

A charity concert, the proceeds being in aid of the fund for the relief of distress in Anhui and Kiangsu, was held in the Y.M.C.A., and, in spite of being managed by Chinese, proved very successful. The Chinese artists gave a very good account of themselves, and the glee club of the Tsing Hua College received an ovation for their spirited renderings of well-known airs.

#### THE CUSTOMS COMPLICATION.

The Tsingtau Customs problem is one of those questions which it is particularly well to remember has two sides. The Japanese claim that as the situation there is completely new they are not bound by any precedent, but that they are willing to recognise the German precedent as far as is convenient and expedient. They claim the right to nominate the Customs officers as they will be operating under the military administration established and maintained by Japan until the end of the war, and if an agreement is not arrived at they are prepared to operate the Customs themselves, setting aside the proceeds for China, these to be handed over at the end of the war as in the case of Newchwang during the Russo-Japanese War. Their contention is that the future can only be decided at the Peace Conference. On the other hand, China claims that the control exercised by the Inspector-General before the war should be continued, and that to recognise the claim of Japan to only appoint her own nationals is not only detrimental to the service but establishes a dangerous precedent which may be quoted on occasion by other Powers. There the matter stands. A compromise may be arranged, but at present the two points of view are diametrically opposed to each other.

## DOUBLE MURDER IN SHANGHAI.

### CHINESE GIRLS STABBED TO DEATH.

A sensational double murder, committed apparently out of revenge, was reported to the Shanghai Police last Tuesday evening. The victims are a girl named Hu P'ei-hua, aged 21, daughter of a wealthy Chinese, who was formerly Prefect of Hupeh, and Ho Hua, aged 15, a slave girl, who was living with the ex-official's wife and daughter at 219, Kuling Road.

The father still holds an official position in Hupeh, it is understood, and from evidence which has been gathered, it may be supposed that the crime was committed in revenge for some punishment he may have caused to be administered to rebels or others in his province. This theory, the *N. C. Daily News* says, receives support from the fact that several, if not all, of those who assisted in the crime are Hupeh men, speaking the Mandarin dialect.

## CHINA'S WIRELESS STATIONS.

### REGULAR SERVICE STARTED.

The Wireless Coast Stations at Woon-sung and Canton, completed for working last summer, have now started regular service. Similar stations at Foochow and Hankow will be completed within a few months. The Woon-sung and Canton stations will be open for general public correspondence with ships at sea on and after January 1st, 1915. A typhoon warning service, eventually also a Press service, will be organized and inaugurated as soon as the necessary arrangements can be completed.

The Coast stations are all of the same construction, and the oscillating power in the antenna radiating the waves, by means of which messages are exchanged, is 5 kilowatt (about six and a-half h.p.) with a current of 32-38 Amperes. As the stations are fitted out each with two masts of a height of 300 feet, this antenna power gives the stations a range of 700 nautical miles by day and at least 1,300 nautical miles by night, and they are thus able to exchange messages with one another and with all ships in Chinese waters.—*N. C. Daily News*.

## KUNG YIK COTTON CO.

### A GOOD YEAR.

Messrs. Jardine, Matheson & Co., Ltd., General Managers of the Kung Yik Cotton Spinning and Weaving Company, Limited, informed the Press at Shanghai that at a meeting of the Consulting Committee of the Company, last week, it was decided that the shareholders should be recommended to appropriate the balance at credit of Profit and Loss Account on 30th November, 1914, of Tls. 159,313.43, as follows:—

To pay a dividend of Tls. 1.20 per share on 75,000 Shares	90,000.00
To write off Buildings	12,000.00
To write off Plant and Machinery	30,000.00
To write off Furniture	100.00
To write off Motor Car	146.53
To place to Equalization of Dividend Account	20,000.00
To pay a Bonus to Staff at Mill	1,700.00
To carry forward to new account	5,366.93
Tls.	159,313.43

## CHINA'S FOOTWEAR.

Recent investigations made in China by the representatives of American shoe-making machinery, as well as American shoe manufacturers, have resulted in the decision to establish retail stores at Shanghai, Hankow and Tientsin for the purpose of handling American-made shoes exclusively.—*Far Eastern Review*.

## TRANS-SIBERIAN RAILWAY.

### VLADIVOSTOCK-TO-MOSCOW WEEKLY EXPRESS.

The Harbin correspondent of the *N. C. Daily News*, writing on December 30th, says:—

Last week the Wagon Lits Co. despatched an express train from Vladivostok to Moscow. It was fairly well patronized, though not being able to run on scheduled time will, no doubt, travel considerably faster than the daily mail. A regular weekly service is to be inaugurated, but how soon arrangements will be complete it is impossible to know exactly, as the military are still preoccupied with the railway. This ally monopolizing the railway. There is also a great dearth of goods-cars. The greater part of those belonging to the railway company have been requisitioned by the military authorities and are scattered all over the Russian Empire. The few firms who are doing export business are experiencing great difficulty in getting the necessary freight and shipments are being very much delayed. The improvements in mail-service of the Chinese Post Offices in Manchuria continue, and now the Chinese Post Office send their own sealed mailbags via Siberia to London and other principal cities in Europe, so that there is no delay caused by Russian censorship, as was the case some little time back.

## THE HONGKONG TRAMWAY CO., LIMITED.

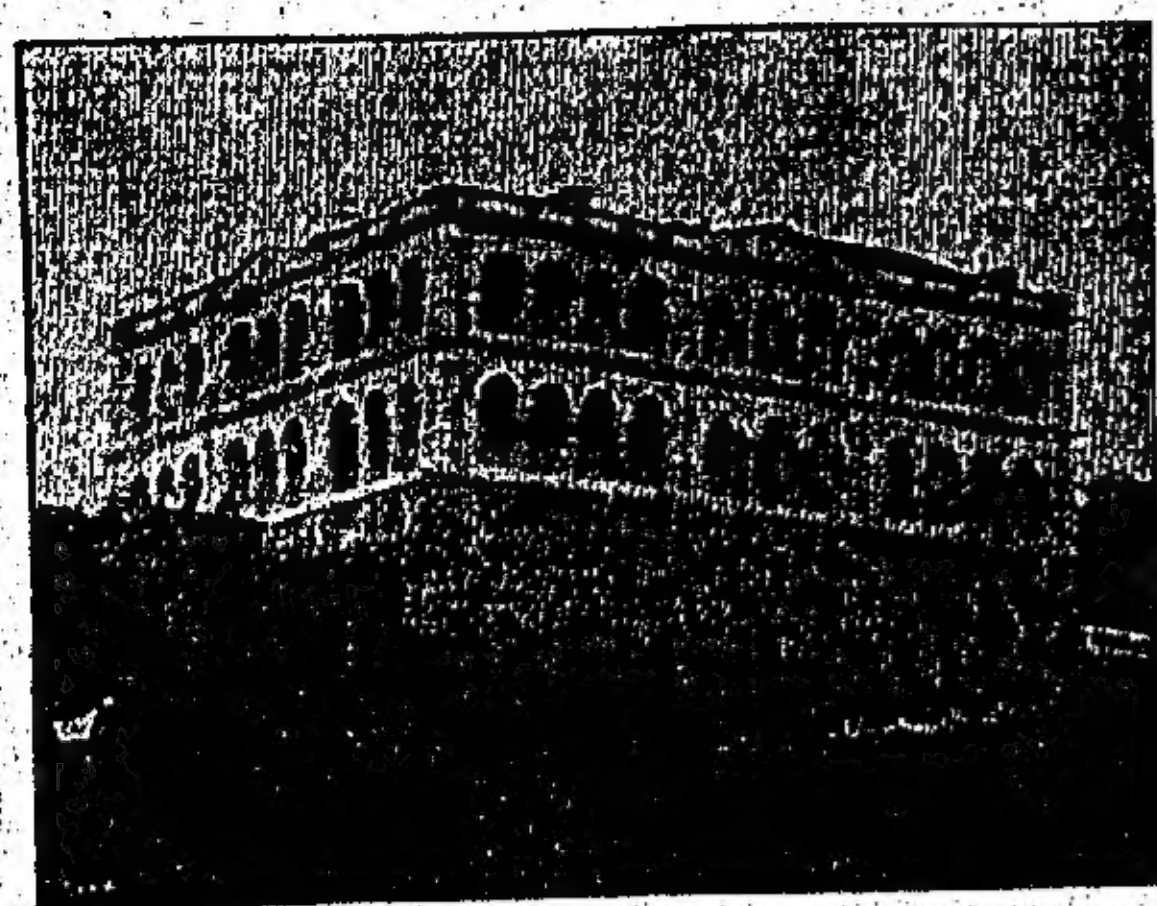
The following are the Company's figures for week ending January 2nd, 1915:—  
Receipts ..... \$10,261  
Decrease compared with the corresponding week last year ..... \$ 906  
Aggregate to date:—  
No. of weeks ..... 1  
Total ..... \$10,261  
Decrease to date ..... \$ 906







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Hongkong, 21st December, 1914.

THE MANAGER.

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TJIREMBANG	JAVA	First half of Jan.	SHANGHAI	First half of Jan.
TJIRINI	SHANGHAI	First half of Jan.	JAVA	First half of Jan.
TJITARDEM			JAPAN	Second half of Jan.
TJIMANOEK	JAVA	Second half of Jan.	SHANGHAI	First half of Feb.
TJIBODAS...	JAVA	First half of Jan.	JAPAN	Second half of Feb.
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Hongkong, 3rd July, 1914.

## WHEN THE AUSTRIAN FLEET EMERGES.

ENORMOUS SUPERIORITY OF THE FRENCH NAVY.

The Paris correspondent of the *Naval and Military Record*, in a well-informed article on the French Navy, says:

In addition to the obvious advantage the French Navy derives from her greater expenditure on realistic long-range battle practice and fleet tactics, she is enormously superior to her Austrian enemy in all-round fighting resources. Besides having ample means of effective blockade by day and by night in the 40 sea-going destroyers and submarines of his newly-reorganized flotillas d'escadre, Admiral de Lapeyrière opposes to the 48 weapons of 12-inch and 24 of 9.4-inch calibre carried in the three *Tegetthofs* and three *Radekys*, which are the only Austrian battleships worth reckoning, the crushing battery of the 14 guns of 12 and 9.4-inch mounted in the four *Barts* and six *Danovs*, without reckoning the nine battleships of the *Deuxième Escadre* that could be brought into line, and include 15,000-ton *Patries* and 12,000-ton *Suffren-Bouvets*.

The French superiority in total displacement and gun-power is in the proportion of three to one. Nor can the Austrians entertain the hope of avoiding an action by the use of runaway tactics. The four *Barts* (two of which are good for 22 knots) are faster than the *Tegetthof* squadron by at least one knot. Moreover, they have in their formidable end-on fire of 32 guns of 12-inch-bore an excellent argument against a retreating enemy.

But at the same time, pleased as the French Command is with the superior quality of our ships, it is no secret that the need is being sorely felt of light modern cruisers of the type with which the British Navy is so amply provided, fit to act both as scouts and as mother-ships to the flotillas. By using for a rôle of that sort armoured cruisers of the *Quinet-Gambetta* type (14,000-15,570 tons), we are running undue risks. The *Waldeck-Rousseau*, for instance, had a very narrow escape of being torpedoed by Austrian submarines, and she owed her safety to her captain's decision and also to her ability in promptly raising her speed to 24 knots.

If up to the present Mons. de Lapeyrière's force has been able to make its presence felt in the Adriatic without incurring any loss, despite the activity of Austrian mining and under-water flotillas, it is due in great part to the valuable experience which the French fleet has gained, in recent years, in frequent blockading exercises round Toulon, Bizerta, and Corsica. Of course, the proximity of Bizerta counts for much in the unimpairment of efficiency of the *armée navale* in command of Adriatic waters, and the republic is now reaping the benefit of the substantial additions lately made to the resources of the Tunisian *point d'appui* that permit in a few days of coaling and refitting operations which would have taken weeks had Toulon been the only base available.

It is interesting to note that whilst being fully able to account for the relatively modest but highly-efficient Navy of the Dual Monarchy, the *Marine Française* might have been embarrassed in dealing with certain elements of the paper fleet of Turkey, viz., the *Goeben* and the *Breslau*. There is nothing in our Navy capable of catching and fighting these 27-knot cruisers, which shows the need of keeping up with progress in all its branches, and justifies the campaign of Mons. Monis and other partisans of the British *Lion* type. Happily, English battle-cruisers more heavily armed than the *Goeben* and in a much better fighting condition (for obvious reasons) have come in, with their escort of fast scouts, to fill what might have proved a dangerous gap in France's naval armour. Thus in the Mediterranean the Franco-British alliance is prepared for all eventualities.

In the North, France has vastly increased the number of her ships and torpedo craft in commission, which has caused a vice-admiral to be appointed to the post of Commander-in-Chief, up to the present filled by a rear-admiral. Vice-Admiral Favereau, who is responsible for the utilization of the whole of our Northern resources, may be said to be the right man in the right place. He made his mark two years since, when in charge of the *Dred Deuxième Escadre Légère*, and the efficient defensive force now anew under his command has, owing partly to his energy and fighting spirit, become familiarized with realistic training in all conditions of weather.

Not satisfied with his share of duties at sea, Mathurin is, like his excellent comrade Jack Tar, taking a hand in land fighting, and this with conspicuous success, thus showing once more the amphibious nature of Navies of any country. A strong detachment of seamen are at work in Belgium under Rear-Admiral Ronchard, who was specially commended by the King of Belgium for his able leadership, and is our youngest flag officer (49), though he is, of course, older than most British rear-admirals.

At Cattaro seamen are bombarding from the shore Austrian fortifications, whilst in France naval gunners are in charge of the long-range Navy guns recently mounted in our camps *refranchés* with a view to beating German artillery at its own game. Moreover, Naval Reservists of something like the value of an army corps have been turned over to the Army. This reserve, under one of the 1870 war, when fleetmen, under Admirals La Roncière and Jaurès, gloriously played their part in the defence of Paris and in the last combats *pour l'honneur* round Le Mans. A brighter reward will this time crown their efforts.

Among the several interesting lessons of the war, as understood here, is the importance of risking within the radius of action of hostile submarine bases only light craft and the consequent need of more destroyers, and especially of relatively powerful and economical destroyer-catchers of the *Undamted* class, which are deservedly admired, and are, of course, the terror of German destroyer flotillas. The value of superior speed combined with superior gun calibre and range is also held to have been fully demonstrated, and the policy England has followed in recent years has been vindicated. The unlucky

fate of the *Good Hope* and *Monmouth* in their action against the newer *Scharnhorst* and *Gneisenau* is ascribed to ill-luck, and also to the low batteries, useless in a seaway, which French experts have all along criticized in the ships designed by the late Sir W. White.

## WARSAW'S NARROW ESCAPE.

HOW THE GERMANS GOT WITHIN 9 MILES OF IT.

SCENES IN THEIR WAKE.

The Press Bureau in London on November 30th issued a communication dated October 30th received from Professor Pares, the authorized correspondent at Russian Headquarters. He has visited the scenes of the recent fighting in the Warsaw area. "The Germans," he says, "tried to force their way up to Pruszw from the south close to the Vistula, and got to within some nine miles of Warsaw. "If they had captured the town (900,000 inhabitants, of whom 300,000 are Jews), and occupied the Vistula bridges, they would have established an enormous political and military advantage which could not have been reversed without the greatest difficulty. Although Warsaw was beyond their line of defence, the Russians made every effort to hold it.

"The Germans would obtain evident advantages from a rapid seizure of Warsaw. So far Western Poland, lying between the two military lines of defence, had been a kind of no-man's land, and, as the main operations were to north or to south, the Germans had made here a number of raids, and had secured partial and transitory successes. They now, as at Grodno, tasted the actual Russian line of defence. The Russian forces in the centre were much stronger than anticipated, and making a great effort, not only repulsed the attack, but made any real success on the German side impossible.

AN ILLUMINATING INCIDENT.

"The political aspect of the attempt and the character of its failure are illustrated by the following incident.—The King of Poland had sent an official with presents and decorations for those who should take part in the capture of Warsaw, and he was captured by Cossacks after the repulse. The Germans, on the failure of their attempt, withdrew with speed and regularity, leaving few prisoners and spoils of war. The country was not devastated. There had been, after the repulse, some disgraceful incidents, e.g., they had made a Polish landowner and his servants stand in the Russian line of fire, and clocks and ornaments were taken away.

"But I have no evidence of any atrocities such as those in Belgium, and these could hardly have escaped observation. The German troops seem to have been partly reservists, with whom excesses are less likely."

## HINDENBURG WORSHIP.

CONGRATULATIONS THAT NOW SOUND IRONICAL.

A Swedish official with a strong German bias has written a glowing account in a Stockholm paper of the hero-worship which is being accorded General von Hindenburg by the Germans, says the Copenhagen correspondent of the *London Daily News*.

The General has accepted fifty different degrees. The ruined villages in East Prussia are to be built up again and called Hindenburg, Hindenburg, Hindenburg, and so on. Every town and village is to have its Hindenburg-strasse, and public offices, buildings, and theatres are to be blessed with his name.

"The General simply shakes his head in despair at his overwhelming popularity," says the Swede. "The piles of letters, telegrams, and flowers from all over Germany on his writing-desk get higher every day. Fifty Hindenburg marches have been composed by Germany's best musical professors, and also by humble school-teachers in East Prussia. He has accepted them all and thanked the composers for their beautiful tunes."

The congratulatory telegrams arrived so rapidly that the field telegraph service broke down under the strain, and a special wire had to be laid. And on the top of the pile of telegrams rests the Kaiser's blessing. Possibly one more Imperial telegram remains to be added. Whether it will continue to bless is doubtful.

## GENEROSITY OF RED INDIAN TRIBES.

A GIFT FOR BELGIUM.

Canadian newspapers contain the texts of messages sent by Red Indian chiefs to the Canadian Government in forwarding contributions to various war funds.

Chief Shot Both Sides and Ermine Horses of the Blood Indians send \$200 from the tribal funds as a "tangible expression of their desire that Great Britain may ever remain the guardian of the weak and the arbiter of the world's peace."

The Manitoulin Island Indians send \$400 "toward defraying the enormous expenses of the war in which our great father the King is at present engaged."

The Six Nations desire their gift—\$200—to speak for "the alliance existing between the Six Nations Indians and the British Crown."

The Black Feet band sends \$240 "for our country and her allies"; Chief Big Belly and Councillor Big Wolf of the Sarcoes send \$100. The Temiskaming band sends \$200 "to assist in alleviating the misery caused by the European conflict, especially throughout the Belgian country."

## GERMAN DESIGNS ON AUSTRALIA.

Sir William Irvine, Attorney-General of the Commonwealth, in a speech at Malvern, referred to the German designs on Australia and New Zealand. "We must," said Sir William, "send 100,000 or 150,000 men to join shoulders with those fighting for the old land."

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## OREGON PINE.

## THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914.

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IN PREPARATION.

## THE DIRECTORY AND CHRONICLE 1915.

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Antung.	Hankow.	Kongmoon.
Mauchuria.	Yechow.	Nanning.
Trade C'tres.	Shansi.	Wuchow.
Neuchwang.	Loiang.	Kwangchow.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangeow.	Hankow.
Chefoo.	Ningpo.	Lungchow.
Weihauei.	Wenchow.	Mingta.
Tsingtau.	Santou.	Hokow.
Mukden.	Foochow.	Semao.
Shanghai.	Amoy.	Tengyueh.
Swatow.		

## JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Tainanfu.
Chemulpo.	Fusao.	Takow.
Kusan.	Pingyang.	Songchin.

## EASTERN SIBERIA.

Vladivostok.	Nicolajevsk.
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## CHOSSEN.

Seoul.	Wonsan.	Mokpo.
Chumulpo.	Fusao.	Chinnampo.
Kusan.	Pingyang.	Songchin.

## HONGKONG AND ITS DEPENDENCIES, MACAO.

## FRENCH INDO-CHINA.

Hanoi.	Annam.	Tourane.
Haiphong.	Hue.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

## PHILIPPINES.

Manila.	Iloilo.	Cebu.
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## BORNEO.

Sarawak.	Labuan.	British North Borneo.
Brunei.		

## MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.
Singapore.	Penang.	Malacca.
		Prov. Wellesley.

## STRAITS SETTLEMENTS.

## NETHERLANDS INDIA.

Batavia.	Sumatraya.	Padang.
Buitenzorg.	Sourabaya.	Macassar.
	East Coast of Sumatra.	

## NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

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PARIS.....Messrs. G. E. Paul de Lobel & Cie., 63, Rue Lafayette.

UNITED STATES.....Universal Publishing Co., 45, West 84th St., New York.

CAPE TOWN.....Messrs. Gordon & Gotch, Ltd.

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MELBOURNE.....Messrs. Gordon & Gotch, Ltd.

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## SHIPPING

## ARRIVALS.

ANAN, British str., 4,478, R. Cumming, 5th January—Shanghai 1st January, General.—Butterfield & Swire.

CHINA, American str., 3,196, H. Thompson, 5th January—San Francisco 5th December, General.—Pacific Mail S.S. Co.

DAINICHI MARU, Japanese str., 1,023, Suzuki, 5th January—Mojito 29th January, Coal.—Mitsui Bishi Goshi Kaisha.

FEICHING, Chinese str., 970, A. Bains, 5th January—Shanghai 1st January, General.—Chinese.

CENFALOOCH, British str., 1,400, Bainbridge, 5th January—Singapore 29th December, General.—Chinese.

HENOA MARU, Japanese str., 1,930, Toyama, 4th January—Mitsui Bishi Kaisha, Coal.—Mitsui Bishi Kaisha.

KALGAN, British str., 1,293, Lavers, 5th January—Shanghai 1st January, General.—Butterfield & Swire.

PHUONGHAI, British str., 1,016, Bird, 5th January—Saigon 30th December, Rice.—Chinese.

SABINE RICKMERS, Dutch str., 573, J. Schermerman, 4th January—Swatow 3rd January, Ballast.—Asiatic Petroleum & Co.

SHAOHUNG, British str., 1,307, Tuebber, 5th January—Shanghai 1st January, General.—Butterfield & Swire.

TAMON MARU, Japanese str., 2,324, Nomura, 5th January—Mojito 29th December, Coal.—Order.

## SHIPPING REPORTS.

The British str. *Phuonphai* reports: Moderate weather and strong monsoon. The British str. *Kalpan* reports: Strong winds, rough sea; fine and clear generally.

## SHIPPING IN PORT

## STEAMERS.

ALBANA, British str., 2,900, W. Dunbar, 1st January—Chingwantao 25th December, Coal.—Doddwell & Co.

ANPING, Chinese str., 1,156, Paramoro, 4th January—Shanghai 1st January, General.—Chinese.

BOYARIN, Russian str., 919, Bording, 29th December—Wakamatsu 23rd December, Coal.—Mitsui Bishi Kaisha.

CANADA MARU, Japanese str., 6,060, H. Yamamoto, 26th December—Tacoma 24th November, General.—Osaka Shosen Kaisha.

CHIEAN MARU, Japanese str., 1,782, M. Oka, 31st December—Haiphong 29th December, Rice.—Order.

CHONGHONG, British str., 1,959, McC. Liddell, 28th December—Tientsin 21st December, General.—Jardine, Matheson & Co.

CHONGHONG, British str., 1,195, J. Doyle, 29th December—Kwang Yen 23rd December, Lime Stone.—Shevan, Tomes & Co.

CHUNGKING, British str., 1,311, Rees Lewis, 3rd January—Hoihow 2nd January, General.—Butterfield & Swire.

TSANG, British str., 1,127, Baker, 4th January—Tientsin 27th December, General.—Jardine, Matheson & Co.

FUKURA MARU, Japanese str., 3,178, Y. Goto, 29th December—Mojito 22nd December, Coal.—Mitsui Bishi Goshi Kaisha.

HANGANG, British str., 1,350, Wilde, 30th December—Swatow 29th December, General.—Jardine, Matheson & Co.

HONGKONG, French str., 739, Marguerite, 2nd January—Haiphong 31st December, General.—A. R. Mori.

HONGKONG, Chinese str., 1,320, D. D. Ross, 2nd January—Tientsin 25th December, General.—Chinese.

KAIPIING, British str., 1,605, R. W. Macfarlane, 30th December—Loosha 26th December, General.—Doddwell & Co.

KIYO MARU, Japanese str., 5,757, H. Nagao, 28th December—Mojito 22nd December, Coal.—Toyo Kisen Kaisha.

KUMCHOW, British str., 1,350, J. Martin, 29th December—Saigon 24th December, Rice and General.—Chinese.

LIANGCHOW, British str., 1,220, Benson, 4th January—Shanghai 1st January, General.—Butterfield & Swire.

LIENSHING, British str., 1,048, W. Messy, 29th December—Tientsin 24th December, General.—Jardine, Matheson & Co.

MACKINAW, American str., W. H. Kaohs, 3rd January—Shanghai 29th December, Peanuts.—Robert Dollar & Co.

MAUSANG, British str., 1,644, R. A. Matthews, 30th December—Sandakan 24th December, General.—Jardine, Matheson & Co.

MIYO MARU, Japanese str., 290, E. Tachibana, 4th January—Dairen 28th December, Beans.—Osaka Shosen Kaisha.

NAMANG, British str., 2,591, H. W. Gilroy, 29th December—Mojito 21st December, Rice and General.—Jardine, Matheson & Co.

NINGPO, British str., 1,238, W. Freer, 30th December—Shanghai 26th December, General.—Butterfield & Swire.

PARANANG, British str., 1,023, Flashman, 31st December—Haiphong 29th December, Rice and General.—Chinese.

SOSHU MARU, Japanese str., 1,119, K. Hattori, 1st January—Swatow 31st December, General.—Osaka Shosen Kaisha.

TAMBA MARU, Japanese str., 8,133, S. Nagasue, 3rd January—Shanghai 31st December, General.—Nippon Yusen Kaisha.

TAKSANG, British str., 977, W. McClure, 2nd January—Haiphong 31st December, General.—Jardine, Matheson & Co.

TIJUNAS, Dutch str., 2,777, A. de Lange, 31st December—Bali Pappan 29th December, Nil.—Java-China-Japan Lijn.

TIJUNAS, Dutch str., 1,337, N. V. Wych, 31st December—Java 26th December, General.—Java-China-Japan Lijn.

TOMASHIMA MARU, Japanese str., Tanaka, 1st January—Dairen 28th December, Beans.—Order.

TOYO MARU, Japanese str., 1,616, K. Shimizu, 30th December—Wakamatsu 25th December, Coal.—Bradley & Co.

YANGTZE, British str., 6,417, Andrews, 2nd January—Yokohama 26th December, General.—Butterfield & Swire.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORT OF CALL	ARCADIA	Brit. str.	1	S. Barham	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, & LONDON	NANKIN	Brit. str.	1	G. Manley	P. & O. S. N. Co.	On 20th inst. at 10 A.M.
MANCHESTER VIA PORTS	RADNORSHIRE	Brit. str.	1	Mag's	JARDINE, MATHESON & CO., LD.	On 21st inst.
MANCHESTER, LONDON & SINGAPORE, & C.	CORDILLERE	Brit. str.	1	H. Fraser	Messageries Maritimes	On 12th inst. at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KONGLO & JAPAN	HIRANO MARU	Brit. str.	1	H. Yamamoto	NIPPON YUSEN KAISHA	On 13th inst. at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KONGLO & JAPAN	YOKO MARU	Brit. str.	1	Nagase	OSAKA SHOSHEN KAISHA	To-day, at 3 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT BAY	TAMBA MARU	Brit. str.	1	T. Hamada	NIPPON YUSEN KAISHA	On 12th inst. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, & C.	CHINA	Brit. str.	1	A. Dixon	OSAKA SHOSHEN KAISHA	On 23rd inst. at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, & C.	YOKO MARU	Brit. str.	1	E. Bent	PACIFIC MAIL S.S. CO.	On 18th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	YOKO MARU	Brit. str.	1	R. Takeda	PACIFIC MAIL S.S. CO.	On 19th inst. at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	YOKO MARU	Brit. str.	1	G. L. Smith	OSAKA SHOSHEN KAISHA	On 26th inst. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	H. S. Malkin	OSAKA SHOSHEN KAISHA	On 15th inst. at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	M. Taji	OSAKA SHOSHEN KAISHA	On 28th inst. at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	T. Sato	OSAKA SHOSHEN KAISHA	On 14th inst. at 5 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	E. S. Jones	OSAKA SHOSHEN KAISHA	On 15th inst. at 5 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	W. P. Baker	OSAKA SHOSHEN KAISHA	On 16th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	A. B. Garwood, B.N.	OSAKA SHOSHEN KAISHA	On 17th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Refusen, H. S.	OSAKA SHOSHEN KAISHA	On 18th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	A. Collyer	OSAKA SHOSHEN KAISHA	On 19th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	J. H. Lishman	OSAKA SHOSHEN KAISHA	On 20th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 21st inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	K. Hattori	OSAKA SHOSHEN KAISHA	On 22nd inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	K. Murakami	OSAKA SHOSHEN KAISHA	On 23rd inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	A. H. Stewart	OSAKA SHOSHEN KAISHA	On 24th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	W. O. Passmore	OSAKA SHOSHEN KAISHA	On 25th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	A. E. Hodgins	OSAKA SHOSHEN KAISHA	On 26th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	J. W. Evans	OSAKA SHOSHEN KAISHA	On 27th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Tough	OSAKA SHOSHEN KAISHA	On 28th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	E. Findlayson	OSAKA SHOSHEN KAISHA	On 29th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	W. G. G. Leask	OSAKA SHOSHEN KAISHA	On 30th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	D. A. Gardner	OSAKA SHOSHEN KAISHA	On 31st inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Gilroy	OSAKA SHOSHEN KAISHA	On 1st inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Bradley	OSAKA SHOSHEN KAISHA	On 2nd inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	C. J. Matlock	OSAKA SHOSHEN KAISHA	On 3rd inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Dalo	OSAKA SHOSHEN KAISHA	On 4th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	H. A. Matthews	OSAKA SHOSHEN KAISHA	On 5th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	W. McClure	OSAKA SHOSHEN KAISHA	On 6th inst. at 4 P.M.
DELAGOA BAY, DURBAN, EAST LONDON, & C.	YOKO MARU	Brit. str.	1	Trowbridge	OSAKA SHOSHEN KAISHA	On 7th inst. at 4 P.M.

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SINGAPORE, PENANG & CALCUTTA "NAMSANG" Wed. 5th Jan. 3 P.M.

TIENTSIN via WEIHAIWEI "CHONGSHING" Thursday, 7th Jan. D'light.

SHANGHAI via SWATOW "LIE SHING" Thursday, 7th Jan. D'light.

KOBE "FAUSANG" Thursday, 7th Jan. Noon.

HAIPHONG "TAKSANG" Thursday, 7th Jan. 8 A.M.

SANDAKAN "HANGSANG" Friday, 8th Jan. Noon.

MANILA "YUENSANG" Friday, 8th Jan. 3 P.M.

SEAM "ESANG" Saturday, 9th Jan. D'light.

SINGAPORE, PENANG & CALCUTTA "KUTSANG" Monday, 11th Jan. Noon.

RETURN TOURS TO JAPAN.

The Steamer "KUTSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATUNG" and "KUMANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning 12 days to Hongkong. Time occupied 6 days.

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A duly qualified surgeon is also carried.

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AGENTS

Hongkong, 16th April, 1914.

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## THE ROYAL MAIL STEAM PACKET COMPANY.

## PROJECTED SAILINGS FROM HONGKONG.

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## "SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON ... "RADNORSHIRE" ... On 21st Jan.

## TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA "GLEN" ... On 16th Jan.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON &amp; Co., LTD.

AGENTS.

Hongkong, 24th December, 1914.

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## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

THE Company's Steamship "CORDILLERE," Captain Mag's, will be despatched for MARSEILLES, without transshipment, on TUESDAY, 12th January, at 1 P.M. Ports of Call—SAIGON, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 30th December, 1914. [2]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR HATYAT, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"ARCADIA," Captain S. Barham, S.M., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 18th January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Eight and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KAISER-ILIND," due in London on the 29th February, 1915.

Passes will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 4th January, 1915. [1]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES

## THE P. &amp; O. S. N. Co.'s Steamer

Arrived Hongkong on 31st Dec. 1914. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1914. [1]

## NOTICE TO CONSIGNEES

## THE P. &amp; O. S. N. Co.'s Steamer

Arrived Hongkong on 1st Jan. 1915. FROM LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, &c., or s.s. "Mooltan."

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 1st January, 1915. [1]

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PERSIA (via Manila) "TUESDAY, 9th Feb. at Noon.

MONGOLIA "TUESDAY, 16th Feb. at 1 P.M.

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TEL. No. 141.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From Hongkong: Connecting with "KATHIAWAR" 29th Jan. From Colombo: 17th Feb.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING: From Hongkong: "SALAMIS" End Feb.

FIRST CLASS ACCOMMODATION FOR PASSENGERS. FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NUBIA Capt. A. B. Garwood, R.N.R.	About 15th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. B. Bargham	Noon, 16th Jan.	See Special of Call.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES	NANKIN Capt. G. Manley	10 A.M., 20th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Collyer	About 20th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they are effecting War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th January, 1915.

# CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGHONG"	On 7th Jan., 4 P.M.
SHANGHAI	"SHAOSING"	On 8th Jan., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 10th Jan., 11 P.M.
HAIPHONG	"SINGAN"	On 11th Jan., 10 A.M.
MANILA, CEBU and LOILO	"CHINUA"	On 12th Jan., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANGHONG," "LIANGCHOW" and "YINGHONG" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
HONGKONG, 6th January, 1915. TELEPHONE 36. AGENTS.

# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. G. Passmore	SATURDAY, 9th Jan., at 3 P.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 11th Jan., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 15th Jan., at 1 P.M.

## FOR SWATOW AND RETURN

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 7th Jan., at 1 P.M.
		SUNDAY, 10th Jan., at 10 A.M.

The s.s. "Haiching" Calling at Swatow for Passengers only.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 6th January, 1915.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA VIA MANILA.

### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM		On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS

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# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

S.S. "ORISSA" 5,435 tons, Capt. Refson, R.N.R., will be despatched

for SHANGHAI, VLADIVOSTOK, KOBE and MOJI on 19th January.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 25th December, 1914.

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# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
NIPPON MARU	11,000—18 knots	TUESDAY, 9th Feb.
SHINYO MARU	22,000—21 knots	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots	

\*Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.  
Steamers via Manila leave at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

## VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

## TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

O. WURU, ACTING AGENT,  
King's Building.

TELEPHONE 291.

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# OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

## THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WED'DAY, 6th Jan., at 3 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 23rd Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

## FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sakawa	THURSDAY, 21st Jan., A.M.

## FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	MONDAY, 11th Jan., at Noon.

## FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 10th Jan., at 10 A.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 17th Jan., at 10 A.M.

## FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"ROSHU MARU"	Z. Hattori	WED'DAY, 6th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,  
MANAGER,  
Second Floor, No. 1, Queen's Building.

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# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FOR	OUTWARD	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	MAGELLAN	On or about 19th Jan.	
	HOMeward		
MARSEILLES VIA PORTS	CORDILLERE	On 12th Jan., at 1 P.M.	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Leave MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO.	HAI	KONG	MARSEILLES and LONDON	LINE	1 day later	
P.M. Thurs.			Noon.		Friday		Thursday
Jan. 4	ARCADIA	Jan. 18	Jan. 16	MALOJA	Feb. 13	Feb. 19	Feb. 19
Jan. 18	NUBIA	Jan. 22	Jan. 20	MALOJA	Feb. 27	Mar. 5	Mar. 5
	ORIENTAL	Feb. 1	Feb. 1	MALOJA	Mar. 13	Mar. 19	Mar. 19
Mar. 1	MALTA	Feb. 21	Feb. 21	RYPT	Mar. 27	Apr. 2	Apr. 2
	SARDINIA	Mar. 8	Mar. 12	MEDINA	Apr. 10	Apr. 16	Apr. 16
Mar. 12	NUBIA	Mar. 22	Mar. 25	MONJOLIA	Apr. 24	Apr. 30	Apr. 30
Mar. 19	ORIENTAL	Apr. 5	Apr. 9	MALWA	May 8	May 14	May 14
Apr. 22	MALTA	Apr. 20	Apr. 24	MOREA	May 22	May 28	May 28
	SARDINIA	May 3	May 7	MALOJA	June 5	June 11	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## F A R E S:

The Fares to London and Marseilles are as follows:—

		Accommodation	Single	Return
1st Saloon	"A"	£55.	£97.	£97.
2nd Saloon	"B"	£44.	£88.	£88.
	"B"	£40.	£80.	£80.
1st Saloon	"A"	£61.	£91.	£91.
2nd Saloon	"B"	£55.	£85.	£85.
	"B"	£42.	£83.	£83.
	"B"	£38.	£77.	£77.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

### PROPOSED SAILINGS:

STEAMERS	Leave YHAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at MARSEILLES	Due at LONDON
NANKIN	about Jan. 4	about Jan. 15	about Jan. 20	about Jan. 25	about Feb. 22	about Mar. 3
NILE	about Jan. 19	about Jan. 29	about Feb. 3	about Feb. 9	about Mar. 8	about Mar. 17
NAMUR	about Mar. 2	about Mar. 12	about Mar. 17	about Mar. 23	about Apr. 20	about Apr. 29
NORE	about Mar. 29	about Apr. 9	about Apr. 14	about Apr. 20	about May 18	about May 27
NEL ORE	about Apr. 12	about Apr. 23	about Apr. 28	about May 4	about June 1	about June 10
NAGOYA	about May 10	about May 21	about May 26	about June 1	about June 29	about July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return, 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £71 Return, 2nd Saloon £33 Single; £50 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

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# NIPPON YUSEN KAISHA

## THE JAPAN MAIL STEAMSHIP CO

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUBZ and PORT SAID	HIRANO MARU Capt. Fraser.	16,000	WEDNESDAY, 13th Jan., at 10 A.M.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KATORI MARU Capt. Kon.	19,000	THURSDAY, 28th Jan., at 10 A.M.
	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 12th Jan., at Noon.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Noma.	12,500	TUESDAY, 26th Jan., at Noon.
	NIKKO MARU Capt. H. Takeda.	9,600	FRIDAY, 15th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	HITACHI MARU Capt. Soyeda.	13,500	WEDNESDAY, 10th Feb., at Noon.
	SANUKI MARU Capt. Date.	12,500	FRIDAY, 15th Jan.,
BOMBAY via SINGAPORE, and COLOMBO			
KOBE			
SHANGHAI and KOBE	CEYLON MARU Capt. Shinoda.	12,000	MONDAY, 11th Jan.
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Sato.	13,500	WED'DAY, 13th Jan., at 5 P.M.
KOBE and YOKOHAMA	KASHIMA MARU Capt. Yagi.	20,000	THURSDAY, 14th Jan., at 11 A.M.

§ Wireless Telegraphy.

## PASSENGER SEASON FOR 1915.

### FOR EUROPE.

Steamers	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000 "	11th Feb.
KASHIMA	20,000 "	25th Feb.
MISHIMA	16,000 "	11th Mar.
SUWA	25,000 "	25th Mar.
ATSUTA	16,000 "	8th Apr.
YASAKA	25,000 "	22nd Apr.
MIYASAKI	16,000 "	6th May.
KITANO	16,000 "	20th May.
FUSHIMI	25,000 "	3rd June.

### FOR AMERICA.

Steamers	Displacement.	Leave Hongkong.
ARI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500 "	9th Feb.
YOKOHAMA	12,500 "	23rd Feb.
AWA	12,500 "	9th Mar.
SHIDZUOKA	12,500 "	23rd Mar.
TAMBA	12,500 "	6th Apr.
ARI	12,500 "	20th Apr.
SADO	12,500 "	4th May.

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